

The Hong Kong Telegraph.

(ESTABLISHED 1842)

NEW SERIES No. 4087

一月一十一十三

SATURDAY, OCTOBER 28, 1905.

大英

一月一十一十三

ESTERIAN
LONDON, OCT. 28, 1905.

Books.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000

Sterling Reserve.....\$10,000,000

Silver Reserve.....\$10,000,000

RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.

A. HAUPT, Esq., Deputy Chairman.

H. Schubert, Esq.

E. Goetz, Esq.

G. H. Madhur, Esq.

A. J. Raymond, Esq.

F. Salinger, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

London BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 10th August, 1905.

[22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules and

obtained on application.

INTEREST on deposits is allowed at 3½

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on a FIXE

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION:

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902.

[23]

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....\$10,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin—Calcutta—Makassar—Peking—

Tientsin—Tsimshau—Tsinling—Yokohama—

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische

Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berlin—

Berliner Handels-Gesellschaft

Robert Wirschafer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne

Frankfurt

Jacob S. H. Stern

London

Monteux Bank in Hamburg

Hamburg

S. Oppenheim Jr. & Co.

Koch

Bayerische Hypotheken und Wechselbank

Muenchen

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCH BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

claimed on application. Every description of

Banking and Exchange business transacted

HUGO SUTER,

Sub-Manager.

Hongkong, 9th September, 1905.

[24]

Intimations.

JAPAN

COALS

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

HONGKONG BRANCH—34, LIMA STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 108 HONG KONG STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Sydney, Singapore, Bourneville, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchow, Port Arthur, Seoul, Chinkiang, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Nanking, Kweilin, Hainan, Wakanato, Karatsu, Nagasaki, Kuching, Sasebo, Milne, Hakodate, Taku, etc.

Telegraphic Address: "MITSUI" (A. B. O. and A. C. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways, Principal Railway Companies and numerous Works, Home and Foreign Mail and Telegraph Services.

PROPRIETORS OF the Famous Mills, Tapaw, Tiaroo and Ida Coal Mines and

SOLE AGENTS for Fellingate, Hokoku, Hondo, Ichinomiya, Kaosan, Hamada, Matsuyama, Onomichi, Sasebo, Tsubakuro, Yosimori, Yosimura, Yonokobara and other Coals.

MINAMINE, Nankin, Honkome.

WHEN YOU SEND YOUR "BOY" FOR

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The owner of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS

HONGKONG AND CANTON

100,000 TONS OF COAL STORED

THE HONGKONG CO. LTD., HAVE A COAL STORING AND COAL

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lissou.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

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These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River; Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
"NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kanchuk, Kau-Kong, Sanhsui, Howlik, Shih-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.

Canton to Tak-Hing, Single \$12.50, Return \$21.00.

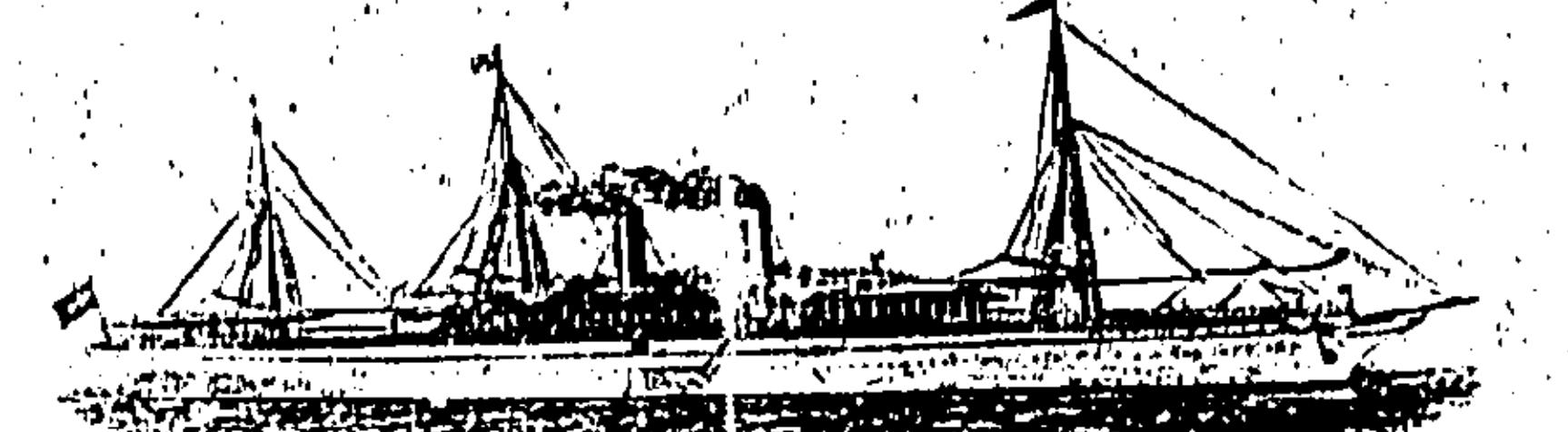
Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "ATHENIAN".....	4,440	S. Robinson, R.M.R.	WEDNESDAY, 1st Nov.
"EMPERESS OF INDIA".....	6,000	E. Beetham, R.M.R.	WEDNESDAY, 15th Nov.
"TARTAR".....	4,425	W. Davison, R.M.R.	WEDNESDAY, 29th Nov.
"EMPERESS OF JAPAN".....	6,000	W. Pybus, R.M.R.	WEDNESDAY, 13th Dec.
"EMPERESS OF CHINA".....	6,000	R. Archibald, R.M.R.	WEDNESDAY, 10th Jan.
Hongkong to London, 1st Class, 1st St. Lawrence Co., Ltd. via New York £62.			
Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....	540		£42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD,
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent,
Corner Pedder Street and Playa, opposite Blake Pier, [to

Hongkong, 18th October, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIASTISCHER DIENST.

(Taking Cargo at through Routes to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIQUE PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BORUSSIA".....	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO.)	31st Oct.
Hann.		Freight and Passengers.
SENEGAMBIA".....	HAVRE, BREMEN and HAMBURG. (Calling at SPORE, PENANG & COLOMBO.)	11th Nov.
Peter.		Freight.
SEBRIA".....	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO.)	19th Nov.
Holtschmidt.		Freight.
C. FERD. LABISZ".....	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO.)	1st Dec.
Meyerderks.		Freight.
SITHONIA".....	HAVRE and HAMBURG. (Calling at SPORE, PENANG & COLOMBO.)	13th Dec.
O. Müller.		Freight.
NUBIA".....	NEW YORK via SUEZ, Habib.	About 31st Dec.
	with liberty to call at the Malabar coast.	Freight.
* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Fully qualified Doctors are carried.		

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

King's Building.

Hongkong, 27th October, 1905.

D. NOMA, TATTOOER,

6, QUEEN'S ROAD, CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. A. H. The Date of York, and H. H. The Empress of Russia both honoured me with their presence, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by my Recommendations. Letters received from all sources.

Hongkong, 27th October, 1905.

THE HONGKONG TELEGRAPH, SATURDAY, OCTOBER 28, 1905.

INITIATIVES.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
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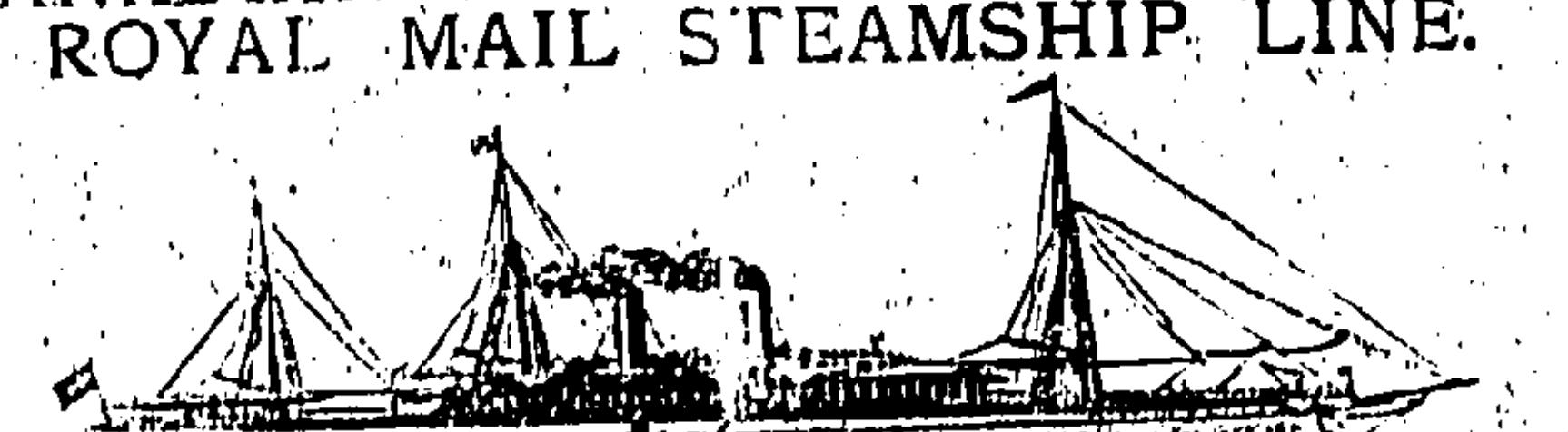
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Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE

Intimation.

WM. POWELL,
LIMITED.

ALEXANDRA
BUILDINGS,
Das Vieux Roul.

NOW
ON SHOW
OUR
SPLendid
RANGES
of
DAINTY
FABRICS
for

BALL AND DINNER
GOWNS.

FIRST-CLASS
DRESS-
MAKING
by
EXPERIENCED
ENGLISH
FITTERS.

ALL WORK
GUARANTEED.

Fashion Books
from
LONDON,
PARIS,
and
NEW YORK

FASHIONABLE
MILLINERY
At Moderate Prices
at
POWELL'S
ALEXANDRA BUILDINGS
H. KONG

Intimation.

DORE BY TRYING.

Nobody can tell what he can do till he tries. When a thing ought to be done the modern spirit moves us to keep working away at it until it is done. In the face of this idea the "impossible" vanishes. Where there's a will, there's a way. "If we could but soak cod liver oil of its sickening taste and smell and then combine it with two or three other ingredients we should possess the best remedy in the world for certain diseases that are now practically incurable." So said a famous English physician twenty-five years ago. "But it will never be done," he added. "You can no more turn cod liver oil into a pleasant palatable medicine, than you can turn the Codfish into a Bird of Paradise." Yet he lived to admit that in

WAMPOLE'S PREPARATION

"the impossible" had been accomplished. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites, Extracts of Malt and Wild Cherry. This remedy is freed from the bad peculiarities Dr. Frothingham so detested, and it is precisely the splendid medicine he wished for. Use it freely and confidently for Anemias, Malaria, Wasting Complaints, Blood Impurities, Asthma, and Throat and Lung Troubles. Dr. W. H. B. Atkins, F. R. C. P. London, M. D. C. M., Victoria University, M. B., Toronto University, Consulting Physician to Home for Incurables, Physician to Toronto General Hospital, says: "I am much pleased to state that the results from using Wampole's Preparation of Cod Liver Oil have been uniformly satisfactory; it appealed to me as being prepared according to correct scientific principles." It increases the appetite and influences the digestion of food; it is delicious to take, will not disappoint you and is effective from the first dose. "It represents the dawn of progress." At chemists everywhere.

SAFETY BOARD OFFICE,

Hongkong.
TO THE OWNERS OF DOMESTIC
BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every Domestic Building or part of such Building within the CENTRAL Division of the City of VICTORIA and the WESTERN Division of KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THROUROUGHLY in the owner during the months of September and October.

N.B.—The word "Thoroughly" used in this notice means that the Houses should be Lime-washed so that all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandas.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition; however, need not be Lime-washed but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverley Street on the West. Kau-Lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-mai-tai service reservoir to the northern boundary of Kau-Lung.

G. A. WOODCOCK,
Secretary.

Dated this 2nd day of October, 1905. [1038]

KOWLOON CUSTOMS NOTIFICATION.

WRECK IN CANTON RIVER.

THE Chinese Torpedo-boat "LOI FU" (L) sunk in CANTON RIVER is marked by a junk which carries a Red Flag by day, and Two White Lights (one under the other) from one yard arm and One White Light on the opposite yard arm by night. Vessels passing should do so on the side of the two lights. The junk is moored close to the wreck in 26 feet low water.

The bearings are:—
North end of LANKIT ISLAND N. 56° W.
about 54 miles.

CHUENPI POINT N. 28° W. about 64 miles.
T. E. COCKER,
For Acting Commissioners of Customs,
Kowloon District.
Custom House,
Kowloon, 24th October, 1905. [1034]

BAY VIEW HOUSE,
MACAO.

SITUATED at the most charming part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG visitors, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEA, BREAKFASTS, TEA, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT RERESHMENTS of every description, including Tea, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to the old.

TELEGRAPHIC ADDRESS:
POWELL'S, ALEXANDRA BUILDINGS, H. KONG.

TELEGRAPHIC ADDRESS:
POWELL'S, ALEXANDRA BUILDINGS, H. KONG.

A CHILD'S LAUGHTER.

All the bells of heaven may ring,
All the birds of heaven may sing,
All the walls on earth may spring,
All the winds on earth may bring.

All sweet sounds together,
Sweeter far than all things heard,
Hand of harper, tone of bird,
Sound of woods at sundown stirred,

Welling water's winsome word,
Wind so warm, wan weather,

One thing yet there is, that none
Hearing ere its chimes be done
Knows not well the sweetest one

Heard of man beneath the sun,

Hoped in heaven hereafter;
Soft and strong and loud and light,
Very sound of very light,
Heard from morning's rosiest height,

When the soul of all delight.

Fills a child's clear laughter,

Golden bells of welcome rolled
Never forth such notes, nor told
Hours so blithes in times so bold

As the radiant mouth of gold.

Here that rings forth heaven.

If the golden-crested wren

Were a nightingale—why, then,

Something seen and heard of men

Might be half as sweet as when

Laughs a child of seven.

—Vancouver *New-Advertiser*.

ICHABOD

THE RUINED SEPULCHRE OF WHITAKER
WRIGHT'S MEMORY.

In a mournful and isolated corner of the beautiful estate known to fame as Le Park, the princely home of the late Whitaker Wright, Surrey, lies a strange and weird collection of marble statuary, once intended to beautify the unlucky mansion which was never finished,—and which probably never will be.

Any body who is curious enough can go and see it. There never was so strange a museum in so strange a place. It is situated among the dark fir trees scarcely a biscuit-thrown away from the main road, and close to the white elephant institute which Whitaker Wright built as Lord of the Manor, for the growth of the young idea of Withey. It is so ponderous and immense that nobody can steal it so it needs no custodian.

"MADE IN ROME."

In a clearing among the trees are deposited a dozen enormous packing-cases, each taller than a man. The weathers of Winter and Summer have rotted the wood, but on each case clearly appears the legend, in big black letters:

ANDREO I.

The Studio,
ROMA.

Fragile—with care.

Desecrating hands have torn some of the covering away, revealing quaint glimpses of mythological gods and goddesses in their glory of marble nudity. In one spot Venus is rising from the sea—a heroic size. Environment has given her a sea-purple feather. The flight of gods and the variable claims of England have endowed her with leprosy patches of fungus on the bend of her shapely knee; but she is a fine, strapping Venus for all that. She is over buxom and too florid, perhaps, to suit a delicate taste in art; but she was built on vigorous scaffolding to suit the vigorous taste of a Financier who would have nothing unless it was all very fine and large. And so it was that a portly Venus came to Withey.

THE NINE-FEET APOLLO.

Io an adjoining packing-case lies Apollo, flat

on the broad of his back, shop-soiled, and staring unblinkingly through a chink in his coffin. There's a bird's nest in the chink of his arm. The young broad—long since flown—aptly used the marble strings of his silent lyre for their jumping-off place. Apollo is about 9 feet high, according to plans and specifications approved by the great W. W.

Another lady, identity uncertain, is huddled up a cage more damaged than the rest. Apparently, she has been trying to escape from her prison, she may have done some of the damage to the packing-case herself. A fine bandage is closely wrapped around herankles. How it got there, Heaven knows. It is conceivable that in her struggle she strained a marble tendon, and a carven god with that knowledge of the ambulence of St. John, for which most of the ancient deities were justly famous, strapped it up for her. It is a neat ligature.

DRIM BURIAL GROUND.

Amid the amazing confusion of this grim burial ground one sees a foot here, the turn of a leg there, and a face and neck somewhere else, in random perps. The rest is wrapped in sashlock and mystery. Great blocks of rough marble are scattered about in a sort of giant's causeway amid scraps of ornate carving half buried among a little of rank undergrowth. But the saddest sight of all is a sweet little water-nymph, all naked and miserable, crouching in the corner of a rickety old shed. She is really a gem, with genius in the moulding of her. Even the vulgar association of a broken beer-bottle lying at her daintily fei does not lessen the charm of her delicate form. It is shivering mudly the tears to be crying for consolation—perchance blankets and soup.

VALUED AT THOUSANDS.

The value of these unfortunate exiles, dumped down among the fir trees miles from any place of life, humanity, must run into several thousands of pounds.

They have been lying there for years—completely forgotten.

An enterprising monumental mason may come along some day, pay the whole lot for a few pounds, and convert them into footstones for the departed or mantelpieces and washbasins for the living. Who knows?

THE Chinese Torpedo-boat "LOI FU" (L) sunk in CANTON RIVER is marked by a junk which carries a Red Flag by day, and Two White Lights (one under the other) from one yard arm and One White Light on the opposite yard arm by night. Vessels passing should do so on the side of the two lights. The junk is moored close to the wreck in 26 feet low water.

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about 54 miles.

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For Acting Commissioners of Customs,
Kowloon District.

Custom House,

Kowloon, 24th October, 1905. [1034]

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The value of these unfortunate exiles, dumped down among the fir trees miles from any place of life, humanity, must run into several thousands of pounds.

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An enterprising monumental mason

Intimations.



The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 28, 1905.

THE CHILDREN'S GARDEN AT THE PEAK.

Occasionally it happens that an item in the Estimates of expenditure for the year is allowed to pass without comment, not because it is intrinsically right, but because the amount set against it is so insignificant that criticism might savour of a narrow carping spirit. Still there is a principle at stake, and even though the amount concerned is trifling, it is public money which should not be expended except in a manner which has the support of the community in general. In the Estimates for 1905 there is an entry under the "Botanical and Afforestation Department" classed with "other charges" which reads—"Peak Garden—formation, \$700"; and on reference to His Excellency the Governor's speech in introducing the Estimates for the coming year we find that "The Botanical and Forestry Department Vote" is reduced by \$679 as the "children's garden at the Peak, costing about that amount, is to be finished this year." On the principle that to him who hath more shall be given, the Government of Hongkong has decided to present the children of the taipans and gentry of the Colony with a garden, where the amahs can congregate with their charges and rid the houses on the higher level of squalling infants and noisy youngsters. Of course, this children's garden will prove a boon and a blessing to those people who can afford to live at the Peak, and we might not be inclined to censure the expenditure if the community as a whole was treated with equal justice. But while the offspring of the aristocrats at the Peak are provided with a garden at the public expense, what is being done for the unfortunate children of the poor who are dragged up in the gutter? Are they provided with a garden where pinched faces may blossom into health and weary mothers get a breath of the fresh air amid the flowers? Not a bit of it. There is a park adjacent to the high-level tramway station where children are sometimes taken by their nurses, and where a few Chinese residents occasionally saunter, but it cannot be said that the park is patronised by the class which would most benefit from the use of a public garden. It is beyond the reach of those who live in the congested districts of the city, such as Bonham Strand and Queen's Road West; a formidable journey has to be taken by the poor if they desire to visit the public gardens as they are called, and the effort required to get there would completely nullify any good that might otherwise result. The consequence is that a trip to the gardens—the only gardens that are open to the labouring class, the only open vacant spot which is not over-run by sporting clubs and sporting enthusiasts in the Colony—partakes of the nature of an expedition. The preparations for the trip are greater than those made by the average man who spends a holiday in visiting Shanghai. So that if the children of the drudge, the beast of burden, who was only brought into the world to live in servitude and whose only virtue is that he pays the taxes, if they see the public gardens once in a blue moon they may consider themselves lucky. Does anybody ever hear a suggestion that a children's garden should be presented to the real toilers of the city? They are supposed to drag out their existence in the lanes and alleys of crowded buildings, to honour and obey their superiors, and to forget that they have any rights. But the children of the well-to-do, who live in villas at the Peak, whose homes are spacious and well-appointed, whose habitat is a garden in itself, must be provided with a public garden, while the urchin of Victoria proper finds his playground in the streets. There certainly seems to be a disproportionate dispensing of favours here. It may be said that the children of the poor can spend their days at Happy Valley; but, as everybody knows, that delightful spot is reserved for the use of those who have time to spare for cricket, football, golf, or horse-racing. The cricket ground, which was once a public site, is now practically monopolised by the Hongkong Cricket Club and its friends, whose most absorbing topic is whether chits should or should not be allowed when drinks are in question. There is, therefore, no place for those who live on the ground floor of the Colony, and nobody—or at least nobody who has the ear of the Government, and, of course, no one could expect the Government to act on its own initiative—nobody dreams of planning a public garden for the children of the lower classes. If anybody says a word, the Government can reply, grandiloquently, that there is a public garden, a children's garden at the Peak, a big open space at Happy Valley, a cricket ground and doubles, other open spaces, and no one but the Government can hear of it. And what about Hongkong?—

It is now claimed that vegetable juice, taken three times a day, will cure consumption. Corn and rye are both vegetables, for consumption purposes.

Mr. Whitelaw Reid, the distinguished successor of Mr. Choate as American Ambassador to Great Britain, is one of the many statesmen who in America, France, and—somewhat less extent—in England, have graduated in the career of journalism. He has been editor and chief proprietor of the *New York Tribune* since 1874.

A DEAD man held the wheel of the schooner *Charles Levy Woodbury*, during several hours of the night of August 8, on her trip to Vancouver from Laysan island. He was a Japanese member of the crew and died clutching the wheel. He was found still holding the wheel and the vessel, though greatly damaged by a hurricane which is supposed to have caused his death from over-exertion, reached port in safety.

THE output of Java teak during the year 1904 was much more satisfactory than that of the previous year, being 6,356,000 cubic feet, as against 3,531,603 cubic feet in 1903. The demand for timber has been good both for export to Europe and to India, while South Africa has taken about 547,000 cubic feet in the form of railway sleepers. It would appear that the Java teak is not so well liked for high class work as the Burma and Siam wood, and the unsuitability of its length militates against its use for shipbuilding purposes.

THE Grand Duke Vladimirov is reported by wire to have resigned from his position as Governor-General of St. Petersburg. He has been succeeded by General Gripenberg, the famous veteran of many campaigns, and who went to Manchuria in support of the army of General Kuropatkin. The resignation of the Grand Duke is believed to be indirectly the result of his terrible inhumanities. He is the father of the Grand Duke Cyril who a few days ago was degraded by the Czar for his marrying against the emperor's will, and for various escapades.

THE following "pira" do not appear to have gone the round of the Press; they are worth a small space. A little girl of seven, who resides at Stoke Mandeville, made such a splendid fool of her mother on the First of April. "Mum," she said, "there is a man kissing cook in the pantry!" "Great heavens!" cried mamma, as she assumed the black cap and hurried off to pass sentence. But the sweet child, running after her, stopped her at the pantry door. "April fool!" she cried. "It's only father!"—After a certain block of tenements had been partly finished the builder and his foreman went on a tour of inspection. The former left his assistant in one house and went into the adjoining one, when the following conversation ensued: "Can you 'ear me, John?" "Yes." "Can you see me?" "No." The Jerry builder rejoined the foreman and remarked, with a self-satisfied air, "Now, then's what you can call walls!"—A well-known man who got used to travelling in crowded trams, was going home one night after a birthday celebration. He was a lone passenger until a lady boarded the car, then, rising, and bowing gracefully, he said: "Madam, you take my seat—I will stand." And he hung on to a strap for the rest of the ride, beaming with whisky and politeness.

FIFTEEN and twenty years ago today there was born a *de jure* Crown Prince who would, to-day, be Crown Prince of Hanover, *de facto*, if the Kaiser's ideas of legitimacy were always as thorough-going as they are when it comes to Detmold, and his brother-in-law, Hanover, no doubt, had become a Prussian annex before the Kaiser's time, and after Sadowa, and protest had not much availed, then. George V. was monarch compulsorily retired from business when he died in 1878. The son who would have succeeded him as Ernest II. is H.R.H. the Duke of Cumberland, K.G., instead, husband of Queen Alexandra's sister, Princess Thyra, father of Prince George, and of the Princess Max of Baden, and a considerable improvement on the previous Ernest whose talent for treading on people's corns was so frankly acknowledged by his brother, King William IV. The year in which Prince George was born saw, six months earlier, the marriage of the elder of his uncles, the Princess Frederica, an espousal which came in for some comment at the time. The bridegroom on that occasion was the Baron von Pawel Rammingen, who had been sometimes equerry to his wife's father. The function took place at Windsor and was graced by the presence of Queen Victoria, who, though by no means without hard and fast notions of her own, always had a liking for a love-match.

THE American steamer *Shawmut*, sailed from Manila with one of the largest cargoes of hemp which has ever left that port on any vessel, amounting to 16,000 bales.

MR. P. Jacks, assistant land officer, has been appointed a commissioner to administer oaths, and his name has been added to the official list of Justices of the Peace.

PATRICK A. Collins, the mayor of Boston, who refused to entertain the Filipino honorary commissioners to the St. Louis Exposition, at the expense of the Pilgrim City, is dead.

PRACTICE reel dances for the St. Andrew's Ball are to be held in the City Hall on the 10th, 15th and 21st prox instead of the 9th, 14th and 21st idem, as previously notified.

THE Ceylon Government has sent to all heads of Departments portraits of H. M. the King, with the instruction to have them framed and hung up in conspicuous places in their offices.

THE right of erecting and maintaining a permanent pier opposite Hillier Street is to be sold by auction next month. The right will be leased for a period of fifty years from the 1st January, 1900. The upset price is \$18,000.

THE *Manila Times* observes that Sir Claude Macdonald has been decorated with the First Class Order of the Rising Sun, and points out that it doesn't follow necessarily that he gets up every morning in time to see it rise, neither does it signify that he travels for a brand of stove polish.

ADMIRAL Ensign, in charge of the Russian ships at Manila, has received orders from his Government to proceed to Vladivostok with his squadron. The first of the three ships to sail was to be the *Zembla*, which was scheduled to sail last Thursday, and the others were to follow within the next few days.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & CO.,

QUEEN'S ROAD CENTRAL

Telephone, 11th June, 1905.

TELEGRAMS.

HONGKONG TELEGRAPH

SERVICE.

THE TOKIO EMBASSY.

BRITISH AMBASSADOR.

SIR CLAUDE PROMOTED.

[From Our Own Correspondent.]

Shanghai, 28th October.

11.30 a.m.

Colonel Sir Claude Macdonald, the British Minister at Tokio, has been promoted to the position of Ambassador at the Tokio Embassy.

RUSSIAN MINISTER.

APPOINTED TO TOKIO.

[From Our Own Correspondent.]

Shanghai, 28th October.

11.30 a.m.

Count Bakhmeikoff succeeds Baron Rosen as Russian Minister at Tokio.

HONGKONG CRICKET CLUB.

OVER 28 v. UNDER 28.

The following are the scores in the match played on the Hongkong Cricket Club Ground to-day, up to the time of going to press:—

"UNDER 28."

Harry Hancock, c. Ledley, b. Sercombe	69
Smith	69
G. E. Morrell, and b. Morrell	33
Lieut. F. W. Lumden, not out	33
T. E. Pearce, c. Substitute, b. Bird	45
W. Peake, batting not out	16
W. A. Powell, b. Bird	18
N. H. Rutherford, b. Bird	2
R. H. Whitamor, c. Williamson, b. Bird	0
G. W. Tullidge, c. Low, b. Bird	0
W. H. Woodward, b. Low, b. Low	0
E. C. Hagen, batting not out	17
Extras	202
Total	202

THE "HAZEL DOLLAR."

A NEW LUMBER TRADER.

The arrival of the s.s. *Hazel Dollar* in port marks a new era in the lumber-carrying trade across the Pacific. She is the first boat especially built for the carrying of lumber, her holds, between decks and lower holds being adopted for storing the longest beams carried. This trip is the maiden one of the *Hazel Dollar*, which was built and engined last February, by Ranger and Company at Port Glasgow. She is registered at Victoria, B.C., and thus flies the British flag. Her tonnage is 4,304 gross, and 2,803 registered, while her length over all is 384 feet five inches, breadth to feet, and depth moulded, 29 feet three inches. On the voyage out, she maintained an average speed of ten knots, though on her trial trip she easily maintained 12. This trip inaugurates her future run which is to be between Puget Sound, China, and Japan, and as her derricks are on the upper instead of on the main decks, she has increased space on deck for carrying a load of lumber, which is necessary to put her down to her marks, the ordinary load of lumber in the holds not being sufficiently heavy to do so. In this way, with all deck gear removed, she has space on deck for nearly a million feet of lumber. She began her life by a trip to San Francisco, where she took in a load of rails for San Francisco. After discharging this she proceeded to Puget Sound, where she took in a full cargo of lumber to Kure, Japan, and having re-plenished her bunkers at Moji she came on to this port. Her officers declare that the *Hazel Dollar* is the best boat afloat for her particular run, and is the first to be especially built for carrying lumber. Her sister-ship, the *Hazel Dollar*, is expected to be launched early in the new year, and she is built entirely along the same lines as the *Hazel Dollar*, both of which are owned by the Robert Donald Company, of San Francisco. The local agents are Arnhold Karberg and Company.

UNDER STRANGE COLOURS.

THE "PONAPE" DESERTION CASE.

This morning Mr. F. A. Hasland, gave his decision in the case in which Francisco Arco, cook, and Desidirio Adins, assistant engineer, on the German s.s. *Ponape*, were charged by Captain Maatens with desertion.

Mr. P. W. Goldring, for the defence, had contended that the section of the Ordinance was not applicable in the case, as it referred only to mercantile marine boats. The *Ponape* was a German Government vessel, flying the German naval flag.

Mr. Goldring said that the *Ponape* was flying the German flag, and that he had been told that the German Government had given the *Ponape* a certificate of right to sail through the Suez Canal.

Mr. Hasland said that the *Ponape* had been given a certificate of right to sail through the Suez Canal.

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TELEGRAMS.

(Reuters).

Prince Arthur's Visit to Japan.

London, 26th October.

Prince Arthur of Connaught will leave for Japan early in 1906.

British Embassy at Tokio.

It is authoritatively announced that the King has decided to raise the Legation at Tokio to an Embassy, immediately.

The Suez Canal.

MORE DYNAMITING.

Later.

The after part of the steamer *Chatham* will be blown up after H.M.S. *Renown* has passed. It is expected that only a few hours' interruption will be caused.

The State of Russia.

ALL TRADE PARALYZED.

Disorders have broken out in St. Petersburg. Several shops have been plundered; the streets are crowded with workmen and the shops are rapidly closing.

The railway strike is general in European Russia.

The trades are paralyzed; three thousand passengers, strike-bound in Moscow, are being fed and sheltered by the authorities; the tradesmen are exasperated at the dislocation of business.

Warsaw is completely isolated.

ON THE "DAKOTA."

A CHAT WITH VICE-PRESIDENT JAMES.

Mr. Howard James, the vice-president of the Great Northern Steamship Company, who arrived at Hongkong by the *Dakota* on Thursday, was seen by a representative of the Hongkong Telegraph yesterday. The mammoth liners *Dakota* and *Minnesota* which belong to the Company mean much to the importance of Hongkong as a port, and it was interesting to learn how they were succeeding so far as cargoes were concerned. Mr. James stated that, on every trip from America the Company's vessels had been crammed with cargo. At present the cargoes from this end were not quite sufficient to fill the holds, but he was convinced that the vessels would be getting all the cargo they could take.

Asked whether the Northern Company contemplated the construction of additional vessels for the run to the Orient, Mr. James replied that they were content with the liners they had. There was no scheme in hand to build new vessels, nor was there any idea of stepping into the Manila trade.

It was suggested that a business man of the energy and capacity of Mr. James was not likely to take a trip to the Orient without an object. Mr. James, however, dismissed all suggestions that he was on the outlook for leases, or that he had any particular scheme in mind when he decided to travel by the *Dakota*. He wanted a holiday and took it in this way. On the subject of the *Dakota* Mr. James proved most enthusiastic.He personally conducted our representative all over the vessel. The state-rooms are certainly magnificent. The cabins are furnished luxuriously, provision being made for the circulation of hot air and the withdrawal of vitiated air. One feature alone shows how the Great Northern Company has endeavoured to provide for the comfort and convenience of their passengers. Inside each bunk, at the head of each bed, there is an electric light, so that passengers can lie reading in bed. Everybody knows how uncomfortable, or rather how impossible it is to attempt to read in bed on the old fashioned boats. On the *Dakota* it is recognised that people do like to read a chapter before turning off to sleep and accordingly the lamp is there for them. The first-class state rooms remind one of a suite in a first-class hotel. There is nothing to show that the passenger is on board ship except the windows. The rooms are furnished like a hotel, the bed and appointments would be considered suitable at the Carlton, and the private sitting room, reading room and bath-room are thoroughly up-to-date. It is hardly surprising that Mr. and Mrs. James prefer to remain on board ship while she is in harbour than lodge at a hotel on shore.

COMMERCIAL.

WEEKLY SHARE REPORTS.

In their weekly share list of this forenoon Messrs. Erich Georg & Co. observe:—Only a desultory business has been done during the week under review, and, with the exception of Marine Insurance shares, shells, Wharves, and Cements, the tone is anything but strong. Money remains tight, and the high rate of exchange has been the cause of withdrawing money from the Colony.

CHINA SUGARS.

The market for China Sugars has declined further; sales have been effected at \$223 to \$225, and there are sellers at time of writing at \$225. People seem to think well of this stock for five or six months, ahead; but the difficulty which attends time business at the moment prevents any transactions to speak of.

Writing under date the 27th inst., Messrs. Benjamin, Kelly and Potts report:—

During the past week, business has been confined to small investment purchases, and, with the exception of a further rise in Marine Stocks—especially *Uolons*—few changes in rates have occurred.

Holders of new shares in the Hongkong Electric Company, Limited, are notified that a final call of \$5 per share has been made payable on or before 1st December, next.

Bank—Hongkong and Shanghai Banks slightly advanced, but are now offering at \$675. The London quotation remains at \$675. The National Bank stands at \$680, and will remain.

Marine Insurance.—A further improvement in the marine insurance market has been made, and the market is now offering at \$675.

The market for stocks of the *Uolons* has been

are inquired for at \$2.91 ex the final dividend of 75.60, paid in Shanghai on the 23rd instant. Unions have been placed at \$750. Canons have risen to \$330 but at this price shares are offering.

Fire Insurance.—Sales of China Fires have again been affected at \$85. A few Hongkong Fires found buyers at \$335; the market closes with sellers at \$340.

Shipping—Hongkong, Canton and Macao Steamboats are unchanged at \$365. Indo-Chinas have been disposed of at \$365 and further shares are to be had. Shanghai quotes sellers at \$1.68. Douglas Steamships have been sold at \$1.68. Shanghai Tugs are wanted at \$1.57 for the ordinary and at \$1.47 for the preference shares after sales at these rates. Shell Transports have been fixed at 235.60 and more can be placed.

Refineries—China Sugars have further declined and are out of offer at \$225. There is no change in other stocks in this section.

Mining—Chinese Engineering have been the medium of a fair business at \$1.91. We understand that the net profit for the year ended 28th February, 1905 is £153,355 which is to be appropriated as follows:—Reserve for Depreciation £40,663; final dividend of 1s. per share £10,000; and carry forward £13,355. Raubs are wanted at \$1.

Ducks, Wharves and G-downs—Hongkong Lamps continue in demand at \$1.65. Humphreys Estate have again been booked at \$1.65 and Hongkong Hotels remain firm at 11.75. We have heard of no business in other stocks under this heading.

Cotton Mills—Evans have weakened to \$1.54 at which rate shares are procurable. Laou-Kung-Mows are reported sold at \$1.60 and Internationals have inquiries at \$1.45. Hongkong Cottons are in the market at \$1.45.

Miscellaneous—Green Island Cements have improved, and are wanted at \$201. China Providents are in request at \$201. Steam Wagons have changed hands at \$1.65. Electrics (old issue) can be placed at \$1.55; there are sellers of the new shares at \$2.50. Sumatras are quoted at \$1.65 on the 20th instant. Business in Steam Laundries has been transacted at \$8. Langkata have fallen to \$1.25 and shares can be obtained at this figure.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 11.11/16

Do demand 11.11/16

Do 4 months' sight 20.1/16

France—Bank T.T. 2.48

America—Bank T.T. 48

Germany—Bank T.T. 2.02

India T.T. 147

Do demand 147

Singapore—Bank T.T. 7.18

Japan—Bank T.T. 7.2% prem.

Iava—Bank T.T. 11.81

Buying.

1 month's sight L/C 20.1/16

3 months' sight L/C 20.5/16

5 days' sight San Francisco & New York 4.81

months' sight 4.91

30 days' sight Sydney and Melbourne 2.7/16

4 months' sight France 2.52/16

months' sight 2.07

Do Silver 28.15/16

Bank of England rate 4%

Sovereign 10.08

OPUM QM 11.11/16

Today's quotations are as follows:

Per picul.

Waive New 1,100/1,100

Old 1,100/1,100

Oldest 1,180

Oldest 1,200

Per chesi.

Coton New 99

Old 1,020

Coton New 925

Old 1,085

Persian (Paper) 1,120/1,200

"FAIR trade is hopeless, in England, in a language impossible, and protection, in the language of two distinguished Tory statesmen, Beaconsfield and Salisbury, is not only dead, but damned. Thus spoke Mr. John Burns, M.P., when interviewed in Canada the other wee.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

WEDNESDAY,

the 1st November, 1905, at 2.30 P.M., at their

Sales Rooms, No. 3, Des Voeux Road,

corner of Ice House Street,

SUNDAY.

HOUSEHOLD FURNITURE,

Comprising:—

TEAKWOOD WARDROBE with BEVELLED GLASS, MARBLE-TOP WASH-STANDS, TOILET SETS, VIENNA CHAIRS, TEAKWOOD EXTER-ION DINING TABLE, SINGLE IRON BED-STEADS, TEAKWOOD SIDEBOARDS and DINNER WAGGONS with BEVELLED GLASS, GLASS, CROCKERY and E.P. WARE, PICTURES, CURTAINS, &c., &c., &c.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 28th October, 1905. [1056]

THE HONGKONG FROZEN

FOOD SUPPLY.

FINE AUSTRALIAN SMOKED FISH.

AUSTRALIAN AND AMERICAN

OVSTERS.

WILD DUCKS, PARTRIDGES, SNIPE,

PIGEONS, RICE BIRDS.

LOCAL DUCKS AND GEESE.

SALT AND RICE FISH.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL	DUE
GLASGOW and LIVERPOOL	"MENELAUS"	7th November.	
GLASGOW and LIVERPOOL	"PINGSUEY"	7th "	
GLASGOW and LIVERPOOL	"HECTOR"	7th "	
GLASGOW and LIVERPOOL	"GLAUCUS"	14th "	
GLASGOW and LIVERPOOL	"HYSON"	21st "	
GLASGOW and LIVERPOOL	"PRIAM"	28th "	
GLASGOW and LIVERPOOL	"OANFA"	4th "	
GLASGOW and LIVERPOOL	"AJAX"	5th December.	
GLASGOW and LIVERPOOL	"HUCIHOW"	5th "	
GLASGOW and LIVERPOOL	"IDOMENEUS"	12th "	

HOMEWARD.

FOR	STEAMERS	TO SAIL	DUE
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	7th November.	
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	21st "	
GENOA, MARSEILLES & L'POOL	"CALCHAS"	24th "	
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	5th December.	
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	19th "	
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	20th "	

*Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL	DUE
VICTORIA, SEATTLE, TACOMA, and N. PACIFIC COAST PORTS, &c.	"PINGSUEY"	9th November.	
NAGASAKI, KOBE and YOKOHAMA	"OANFA"	1st December.	

WESTWARD.

FROM	STEAMERS	TO SAIL	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN" "MACHAON"	31st October. 3rd November.	

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th October, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR

SWATOW, CHEFOO and TIENTSIN

STEAMERS TO SAIL.

"CHIHLI" 31st October.

"TEAN" 31st "

"TAIYUAN" 1st and November.

"YOOHOW" 2nd "

"TSIWN" 5th "

! Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

! The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

! Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th October, 1905.

16

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 4th Nov. at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 11th Nov. at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 27th October, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.M.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 4.30 P.M. and on Sundays at 5.30 P.M. if tide permits.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$35 Return Ticket \$2; 2nd Class, \$2; 3rd Class, 50 cents.

Every Sunday will be an Excursion at the following rates—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 50 cents. Return, 25 cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of 50 cents.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 9th October, 1905. [14]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" ...1,309... T. R. MEAD.

"KWONG TUNG" ...1,380... H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...\$4

Meals ... \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 23rd August, 1905. [17]

Shipping—Steamers.

EXCURSION TRIP TO MACAO.

S.S. "KWONG CHOW"

Captain T. AUSTIN, R.M.

WILL leave Hongkong every SATURDAY, at 6 P.M. and return from Macao at 10 A.M. on SUNDAY.

Passengers desiring to remain longer in Macao may return by the S.S. "KWONG TUNG" which will leave Macao on Sunday at 4 P.M.

Fares—1st class single \$1.50 with Cabin \$2.00

return 2.00 " 3.00

2nd class single 1.00 " return 1.50

3rd class 50 cents.

S.S. "KWONG TUNG"

WILL leave Hongkong every SUNDAY,

at 8.30 A.M. and return from Macao at 9 P.M.

Fares—1st class single \$1.00 with Cabin \$2.00

return 2.00 " 3.00

2nd class single 80 cents, return 1.50

3rd class 50 cents.

BREAKFAST, TIFFIN AND DINNER \$1 EACH.

The Wharf at Hongkong is a short distance

West of the Harbour Master's Office.

For further Particulars, apply to.

SHIU ON S.S. CO., LTD.

AND

YUEN ON S.S. CO., LTD.

No. 8, Queen's Road West, or to

Messrs. HERBERT DENT & Co.,

Agents,

Canton and Macao.

Hongkong, 28th September, 1905. [17]

Good's
Advertisements.

THE TRADE MARKS ORDINANCE

1905.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that EBRAHIM BOY PABANEY MILLS CO., LTD., carrying on business at Bombay, China, and elsewhere, as Manufacturer of Cotton Yarn, have, on the 27th day of September, 1905, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Marks:

1.—The representation or illustration of two Phoenixes facing the sun. At the top of the label and inside the surrounding border are written the English words "EBRAHIM BOY PABANEY MILLS CO., LTD." The said Trade Mark is known amongst the Chinese as the "Kau Ts To" Mark. The words "Kau Ts To" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described representation or illustration.

2.—The representation or illustration of two Phoenixes facing the sun. At the top of the label and inside the surrounding border are written the English words "EBRAHIM BOY PABANEY MILLS CO., LTD." The said Trade Mark is known amongst the Chinese as the "Kau Ts To" Mark. The words "Kau Ts To" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described representation or illustration.

3.—The representation or illustration of two Phoenixes facing the sun. At the top of the label and inside the surrounding border are written the English words "EBRAHIM BOY PABANEY MILLS CO., LTD." The said Trade Mark is known amongst the Chinese as the "Kau Ts To" Mark. The words "Kau Ts To" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described representation or illustration.

4.—The representation or illustration of two Phoenixes facing the sun. At the top of the label and inside the surrounding border are written the English words "EBRAHIM BOY PABANEY MILLS CO., LTD." The said Trade Mark is known amongst the Chinese as the "Kau Ts To" Mark. The words "Kau Ts To" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described representation or illustration.

5.—The representation or illustration of two Phoenixes facing the sun. At the top of the label and inside the surrounding border are written the English words "EBRAHIM BOY PABANEY MILLS CO., LTD." The said Trade Mark is known amongst the Chinese as the "Kau Ts To" Mark. The words "Kau Ts To" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described representation or illustration.

6.—The representation or illustration of a two-wheeled cart pushed by a Chinese boy. A man is depicted standing by the side of the boy with his right hand uplifted holding a three-cornered flag. On the cart is a rock out of which is depicted growing the magnolia plant and flowers. At the top of the label and inside the surrounding border are the words "EBRAHIM BOY PABANEY MILLS CO., LTD." The said Trade Mark is known amongst the Chinese as the "Wat Lui" Mark. The words "Wat Lui" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction and in combination with the above described representation or illustration.

7.—The representation or illustration of a two-wheeled cart pushed by a Chinese boy. A man is depicted standing by the side of the boy with his right hand uplifted holding a three-cornered flag. On the cart is a rock out of which is depicted growing the magnolia plant and flowers. At the top of the label and inside the surrounding border are the words "EBRAHIM BOY PABANEY MILLS CO., LTD." The said Trade Mark is known amongst the Chinese as the "Wat Lui" Mark. The words "Wat Lui" both in English and Chinese are claimed as an essential particular of the said Trade Mark in conjunction

To-day's
Advertisements.

Shipping.

Arrivals.

In the name of EBRAHIM BOY PABANEY who claim to be the proprietors thereof.
The Trade Mark Nod. 1 has been used by the applicants since the month of September 1891.
The Trade Mark Nod. 2 has been used by the applicants since the month of December 1893.
The Trade Mark Nod. 3 has been used by the applicants since the month of January 1899.
The Trade Mark Nod. 4 has been used by the applicants since the month of September 1899.
The Trade Mark Nod. 5 has been used by the applicants since the month of April 1903.
All the above mentioned Trade Marks have been used by the applicants in respect of the following goods:-

COTTON YARN IN CLASS 23.
Facsimiles of the Trade Marks can be seen at the office of the Colonial Secretary of Hongkong and also at the office of the undersigned.
Dated the 27th day of October 1905.
JOHNSON, STOKES & MASTER,
Solicitors for the applicants,
8, Des Voeux Road Central,
Hongkong.

THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE is hereby given that Messrs. CURRIMBOY EBRAHIM & CO., carrying on business at Bombay in the Empire of India and elsewhere as merchants, have, on the 27th day of September, 1905, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Marks:-

1.—The representation or illustration of a pond. At the side of the pond stand a man and a dog. A crocodile is depicted lying on the surface of the pond and coming towards the aforesaid man. A boat with two oriental men in it is depicted close to the tail of the crocodile and being propelled by two oars. At the top of the label and inside the surrounding border are written "Currimboy Ebriahim & Co." the owners and proprietors of the trade mark. At the bottom of the label and inside the surrounding border are written the Chinese characters (鴨子魚) meaning in English "crocodile fishing." The said mark is known among the Chinese as the "Tiu Ngok Yu Mark" (鴨子魚). The words "Tiu Ngok Yu" (鴨子魚) both in English and Chinese are claimed as an essential particular of the said Trade Mark in combination and in conjunction with the above described representation.

2.—The representation of an old Ram having two sharp pointed horns. The Ram is depicted standing in a field surrounded by trees. Around the label is a fancy border and at the top of the label and forming part of the fancy border are written "Currimboy Ebriahim & Co." the owners and proprietors of the Trade Mark.
At the top of the label but inside the fancy border thereof are written the Chinese characters (老羊) meaning in English "Great Sheep." The said Trade Mark is known amongst the Chinese as the Lo Ming Yeung Mark (老明羊). The words "Lo Ming Yeung" both in English and Chinese are claimed as an essential particular of the said Trade Mark in combination and in conjunction with the above described representation or illustration.

3.—The representation or illustration of the Chinese, historical and illustrious person "Tso Chow" who is depicted standing in a mountain ravine surrounded by mountains. On each side of "Tso Chow" are depicted a man and a woman each holding a large Chinese mandarin fan over his head. Near him are depicted two Chinese warriors holding war flags who are supposed to be interviewing or talking to him. In the left hand corner of the label are written the Chinese characters (天朝) meaning English "Tso Chow." At the top of the label and inside the surrounding border are written "Currimboy Ebriahim & Co." the owners and proprietors of the said Trade Mark. The said Trade Mark is known amongst the Chinese as the "Tso Chow Mark." The words "Tso Chow" (天朝) both in English and Chinese are claimed as an essential particular of the Trade Mark in combination and in conjunction with the above described representation or illustration.

4.—The representation or illustration of five Chinamen and a Chinese boy standing or sitting round a round table. The table is depicted standing amongst a quantity of flowers or leaves. On the table are fruits which the Chinese boy is reaching for. At the top of the label and inside the surrounding border are written "Currimboy Ebriahim & Co." the owners and proprietors of the said Trade Mark. Above the illustration and below the border are written the Chinese characters (飲食) meaning in English "Drinking at a feast." The said Trade Mark is known amongst the Chinese as the Yam Yin Mark. The words "Yam Yin" (飲食) both in English and Chinese are claimed as an essential particular of the Trade Mark in combination and in conjunction with the above described representation or illustration.

In the name of CURRIMBOY EBRAHIM & CO., who claim to be the proprietors thereof.

The Trade Mark Nod. 1 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 2 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 3 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 4 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 5 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 6 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 7 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 8 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 9 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 10 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 11 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 12 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 13 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 14 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 15 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 16 has been used by the applicants since the month of April 1903.

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The Trade Mark Nod. 18 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 19 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 20 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 21 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 22 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 23 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 24 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 25 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 26 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 27 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 28 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 29 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 30 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 31 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 32 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 33 has been used by the applicants since the month of January 1903.

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The Trade Mark Nod. 100 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 101 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 102 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 103 has been used by the applicants since the month of January 1903.

The Trade Mark Nod. 104 has been used by the applicants since the month of April 1903.

The Trade Mark Nod. 105 has been used by the applicants since the month of January 1903.

Intimation.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:

PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK.

DAIRY FARM FED PORK.

Bacon, Best Wiltshire, \$2.70 per lb.
Caro' Meat Extract, 2 oz., 70 per pol.
do do 4 oz., 1.25 "

Ducks, Local (dressed), .65 each.

Ducks, Wild, .75 "

Fish, Australian Smoked Mullet, .60 per lb.

Fish, do do Schnapper, .65 "

Geese, Local (dressed), 1.50 each.

Hams, Australian 1st Grade, 1.40 "

Ham, Best York, .70 per lb.

Ham, Australian, "Pineapple" Brand, .60 "

(2cts. extra per lb for Ham if cut).

Kidneys, Australian Sheep, .65 each.

Lemons, Australian, 48 cts. & 60 cts. per doz.

Oysters, American (large size, in tins), 2.50 per tin.

Oysters, Australian (in bottles of 24 and 30), \$1.25 & \$2.50 per bottle.

Partridges, Local, .75 each.

Rabbits, Australian 1st Grade, .65 "

Rice Birds, .55 per doz.

Sausages, Australian Fritz, .63 per lb.

Sausages, Owe Make (of Australia), .25 "

Snipe, Local, .25 each.

Tongues, Australian Sheep, .20 "

Turkeys, Choice Australian (plucked), .60 per lb.

SPECIAL NOTE.

Orders required to be filled in the Early Morning should be sent in before 3:30 P.M. the previous day.

Orders for NOON should be sent in by 8:00 A.M. the same day.

Orders for 3:30 P.M. should be sent in by NOON the same day.

Hongkong, 26th October, 1905. [988]

Mail.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.
(Through Bills of Lading issued for HAJAIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship.

"COROMANDEL."

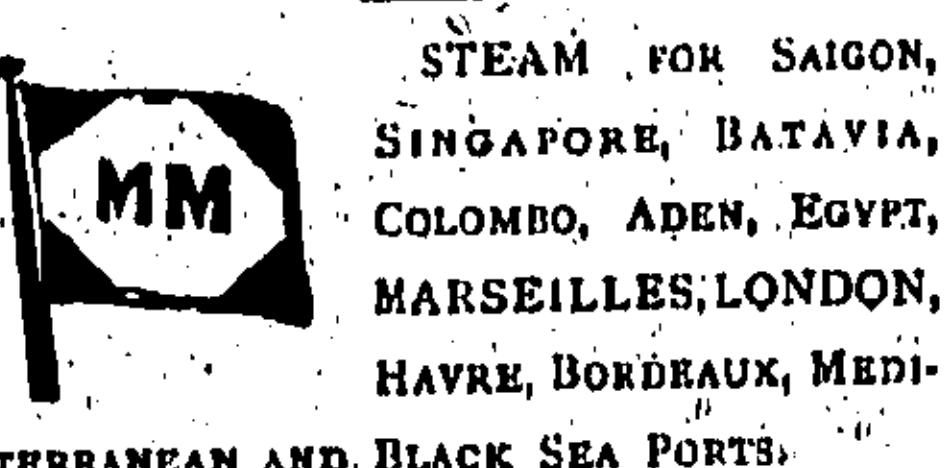
Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 4th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 16th December.

Parcels will be received at this Office until 3 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent,
Hongkong, 23rd October, 1905. [12]

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

MM

To Let.

TO LET.
No. 15, KNUTSFORD TERRACE,
KOWLOON.Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 5th September, 1905. [900]TO LET.
No. 3, MACDONNELL ROAD.Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 19th July, 1905. [755]TO LET.
GODOWN No. 3, NEW PRAYA, Kennedy
Town.Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 27th June, 1905. [692]TO LET.
A BUILDING at CAUSEWAY BAY, formerly
in occupation of the Steam Laundry
Co., Ltd.No. 1, RIPON TERRACE.
FLATS in MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKEY PIER).
GODOWNS: PRAYA EAST.Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 25th October, 1905. [169]The S.S. "OCEANIEN."
Captain Courte, will be despatched for
MARSEILLES on TUESDAY, the 31st
October, at 1 P.M.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. SALAZIE, 14th November.

S.S. TOURANE, 28th November.

S.S. TONKIN, 12th December.

G. DE CHAMPEAUX,
Agent.

Hongkong, 19th October, 1905. [17]

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer, Tons, Captain, Sailing:

Hyades, 3,753 Geo. Wright, 20th Nov.
Tremont, 9,660 T. W. Garlick, 24th Nov.
Lyra, 4,417 G. V. Williams, 9th Dec.
Fledgling, 3,753 G. F. Purington, 29th Dec.
Shawmut, 9,660 E. V. Roberts, * Cargo only.CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw a.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 25th October, 1905. [8]

For Sale.

FOR SALE.

INCANDESCENT
GASOLINE
Lamps of all
descriptions
from the best
makers.Incandescent
Mantles,
Chimneys,
Globes,
Shades, &c., for
Gasoline and
Gas Lamps
at the most
moderate
prices.Lamps fixed
up for buyers
free of charge.Naphtha of
the best kind
kept in stock.TAI KWONG CO.,
56, Lyndhurst Terrace,
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BANKS.				\$1,000,000 \$8,500,000 \$250,000	Tls. 702.728	15% @ exchange /1/10 = \$10.66.67	15%	\$10.66.67
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$15	\$200,000	\$41.668	\$2 (London 3/6) for 1905	12%	\$2 (London 3/6)
National Bank of China, Limited	99,925	\$7	\$5				6%	\$3.50 buyers
MARINE INSURANCES.				\$1,600,000 \$147,000	\$211.540	\$20 for 1904	6%	\$20 sellers
Canton Insurance Office, Limited	10,000	\$450	\$50	\$1,152,304 \$75,000 \$161,902 \$62,160 \$371,445	Nil	\$41 for year ended 31st 1904	5%	\$88 buyers
China Traders' Insurance Company, Limited	24,000	\$85.33	\$25	\$1,000,000 \$10,000	Tls. 302.053	Final of 1/6 making 15%	8%	Tls. 91 ex div.
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,000,000 \$10,000	Tls. 302.053		8%	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$11,152 \$1,043,910	\$233.812	14% for 1904	9%	\$75
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,000,000 \$128,000 \$24,000	\$466.884	\$11 and \$3 special dividend for 1905	8%	\$77 sellers
FIRE INSURANCES.				\$1,000,000 \$20,000	\$319.047	\$0 dividend & \$1 bonus for 1905	8%	\$80 sellers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$218,000 \$2,241	Nil		10%	\$51 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000	\$360.372	\$34 for 1903	10%	\$40 sellers
SHIPPING.				\$1,000,000 \$201,038	\$8,832	\$1 for 1904	10%	\$18 buyers
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000 \$201,038	Nil	\$3 for 1905	11%	\$31 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$10	\$1,000,000 \$145,376	18.0.4	\$1 for first half-year 1905	11%	\$24 sellers
Hongkong, Canton & Macao Steamship Co., Ltd.	50,000	\$75	\$10	\$1,000,000 \$241,150	14.4.11	12% @ 1/10 = \$6.39.51 for 1904	10%	\$91 sellers
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	\$1,000,000 \$15,500	Tls. 43.763	Interim of Tls. 2 for 1905	10%	Tls. 30 buyers
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	\$1.50	\$1.50	\$1,000,000 \$400,000	258.854	Interim of Tls. 18 for 1905	10%	Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$1,000,000 \$1,116	\$1.50	\$1.50 for year ending 31st 1905	10%	241 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$400,000	529	\$1.50 for year ending 31st 1905	10%</	

The JINGKONG TELEGRAPH.

MAIL SUPPLEMENT.

ESTABLISHED 1861.

NEW SERIES No. 4987.

第一初月十一十三號

SATURDAY, OCTOBER 28, 1905.

大英圖

號八廿月十英港香

\$15 PER ANNUAL
INDIA COPY, 25 CENTS.

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BIRTHS.

On 15th October, at Soochow, the wife of the Rev. A. R. KEPLER, Niuguo, of a son.

On 16th October, at Shanghai, to Mr. and Mrs. J. FAOST, a son.

On the 18th October, at Shanghai, the wife of THOS. COCK, of a daughter.

On 18th October, at Singapore, the wife of EMMANUEL A. JUDAH, of a son.

MARRIAGES.

On 17th October, at Singapore, M. S. LOW, grand daughter of Mr. Low Kim Pong, to Mr. Khoi Bee Chong.

On the 25th instant, at Peak Hospital, FAIZULABHOV ESSABHOV EBRAHIM, partner in the firm of Messrs Abdoolah Ebrahim & Co., Aged 25, (typhoid fever). Deeply regretted. (Bombay and Shanghai papers please copy.)

DEATHS.

Suddenly on the 16th October, at Johore, George A. M. CAMERON, youngest son of Robert Cameron, Johore, aged 25 years.

On the 21st of October, at Shanghai, FRANCISCO PAOLO ROZARIO.

The Hongkong Telegraph
MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG: SATURDAY, OCTOBER 28, 1905.

THE UNION INSURANCE SOCIETY OF CANTON.

(sixth October.)

In connection with our editorial in last evening's issue on the "Union" Insurance Society of Canton, we have been requested by a reader to refer to last year's report from which it is pointed out, it will be seen that the premiums of 1904 show only a very moderate increase, when compared with those of 1903, instead of 50 per cent. in six months as attributed to the statement made in our article. We thank our correspondent for referring us to the previous year's report which we contest. We have, however, when the article was reprinted in the editorial column yesterday. But if we may be permitted in turn to direct our correspondent's attention, we would ask him to give a closer examination of the statement made in our article, and the figures given in the report from which it is pointed out, it will be seen that the premiums of 1904 show only a very moderate increase, when compared with those of 1903, instead of 50 per cent. in six months as attributed to the statement made in our article. We thank our correspondent for referring us to the previous year's report which we contest. We have, however,

deavoured to show was the proportional increase in the premiums earned in one half-year over those earned in the immediately preceding one. Our comparison was drawn between the earnings made during the period from January to 31st June of the current year and those made in the second half of 1904. The comparison thus established shows an enormous increase in the Company's operations during the former period. Had we sought to establish a comparison between the gross earnings of one year with those of the other, namely, 1904 with 1903, then our correspondent would have been strictly correct. But the whole trend of our article, as most readers interested in the subject will have discovered, was to point out the truly phenomenal strides which have marked the progress of the Union Insurance Society of Canton from its inception to the present day. For who can gainsay that fact, when, starting 32 years ago with a capital of only a quarter of a million dollars, the Union Insurance Society—thanks to the ability and management of those at the helm—has now attained the strong position of having aggregate assets amounting to over ten million dollars—when calculated at the sterling exchange rate of the day. We have not, at the moment, any insurance journals before us for the purpose of comparison, but it seems to us safe to say that, considering the age and the initial capital of the Company, the magnificent accumulation of profits—not to speak of the handsome dividends and bonuses which have been distributed to proprietors and contributors of business alike, the results achieved are absolutely unique in the history of modern insurance undertakings. This position, when the forthcoming amalgamation with the China Traders' Insurance Company is effected—it is surely must be, when the views of the shareholders in the minority of the latter concern yield to better counsel—will be consolidated beyond the possibility of any danger arising from inroads that might be brought to bear against the Company by competing concerns; and the "combine" will be complete when the Canton Insurance Company, Limited, can be persuaded—if it be in the interest of all concerns—to join hands and thus consolidate the funds and business of the three local Companies. Such an arrangement would not only place the combination head and shoulders above any similar institution in the Far East, but raise it to the very forefront of marine insurance undertakings throughout the British Empire.

THE CHINESE COOLIES IN SOUTH AFRICA.

Much capital has been made by the Radical press of England out of the outrages—alleged or otherwise—committed by the indentured Chinese coolies in South Africa. It must be remembered, in considering this question, that the Radicals have been entirely opposed to the introduction of Chinese to the Rand, and consequently one needs to be wary in accepting as gospel all that emanates from their South African correspondents. With the question whether the Unionist Government did right or wrong in importing Chinese labour into South Africa we have nothing to do. But with regard to the numerous reports of malice, outrages, armed robbery, and similar evidences of semi-barbarism we are distinctly concerned. Now, comes on the scene one whose experience of Chinese and their habits invests his remarks on the subject of Chinese labour on the Rand with authority. Mr. Archibald Little, who is known to fame by a number of important works on China, and whose business capacity is not to be gainsaid, has been interviewed by the representative of a London commercial journal, and, apparently quite incidentally, the subject of the behaviour of Chinese coolies on the Rand is broached. Mr. Little confesses that he cannot understand why all this trouble has arisen with the coolies. As he points out, these coolies are not "how cut-throat fellows" as some English newspapers would seek to affirm, but strapping young men drawn from a class that he himself had employed for years. And he paralyzes the interviewer by observing—"You must remember that whereas we are only just emerging from barbarism the Chinese have been civilised for ages." Mr. Archibald Little said that the only way he could account for the outbreaks of violence among the coolies in South Africa was because they had not been properly understood or managed by the overseers. Everybody who has lived in the East knows that, as a rule there is no more law-abiding subject than the Chinaman. It is true that he has his fits of passion and wild flights of unreason, but these are only temporary aberrations. We see the same thing in civilised countries. Witness the uproarious meetings that are held throughout England in election times; remember the riots that periodically occur in France, Russia, and particularly in Spain and Portugal. The Chinese coolie has his own particular way of demonstrating his dissatisfaction with life as he finds it. That way may be different from European ways, but it does not warrant those people who have taken to a Chinaman in their unenviable lives and know him only from missionary reports—branding him as a bandit and a cut-throat. Europeans in charge of Chinese labour in China do not speak of any special difficulty they have experienced in dealing with the coolies. Their sole grievance is against the underlings and overseers of the masters who are the real culprits of the violence which is outside the Chinese mind, and having nothing to do with the Chinese Government or its officials.

"Absolutely the only way to do anything with him is to flatter his vanity." Few of us can plead not guilty to the charge of vanity; the most successful manager is he who gives praise at the right time and when it is deserved. A word of encouragement works wonders, and if the Chinese coolie is as frail as the rest of humanity in craving for recognition and commendation that cannot be set down as a fault against him. "If you try to bully him," says Mr. Little, "he will turn sulky." Again the coolie is not singular in that respect. "But flatter him, pat him on the back, tell him he is fine fellow, and he will do anything for you." In a nutshell, Mr. Little expresses the whole secret of successful management. So that we have to come back to the argument that the coolies have not been properly treated in South Africa, else they would not now be charged with crimes of violence, outbreaks of mutiny and attacks on the homesteads on the Rand. It may be that the overseers class the Chinese with the Kaffirs; in that case, the whole thing is explained. No Chinaman, no matter how low his degree may be, will consent to be placed on the same level as a negro, and he is quite justified in resisting, by lawful methods of course, any attempt to range him alongside those who are but little removed from cattle. It is curious, however, that the youngest assistant coming to the East from England manages to rub along smoothly with the Chinese while the generous-spirited and open-hearted Chinaman. We have evidences of this spirit of "respect those by whom respect is offered" idea every day of the week. If Mr. Archibald Little is unable to fathom the cause of the disturbances in the coolie compounds on the Rand, it would be idle for most other people who have not been on the spot to offer a suggestion, but his belief that, whatever has happened has been entirely due to the treatment accorded the Chinese by ignorant and bullying overseers seems to be the true explanation—and it explains a great deal, if only the stay-at-home Little Englishmen would see it in the proper light.

PRESIDENT ROOSEVELT ON THE CHINESE BOYCOTT.

(23rd October.)

President Roosevelt is not generally swayed by political motives in dealing with public questions, but on the subject of the admission of Chinese to the United States he appears to have been won over to the labour cause. The President can see no justification for the Chinese boycott of American goods as a retaliatory measure against the stringent provisions of the new Chinese exclusion law of America. It is a curious doctrine, which will find scant support, that one nation is at liberty to flout the just claims of another and, at the same time, object to any pressure which the other may exert in furtherance of its demands. On the ground that the well-being of wages-earners is at stake, the President holds that coolies must be excluded. But the question of the admission of coolies to America was never deemed an essential point. The Chinese were willing to waive that claim. What they contended for was the admission, under reasonable restrictions, of Chinese merchants of established position and Chinese students who were not likely to compete with the labouring classes of the States. American writers have described the indignities to which Chinese of all classes were subjected on arriving at San Francisco. Herded like cattle in pens, cuffed and mishandled by every pettifogging official under the Government, treated as pariahs and outcasts, the Chinese naturally felt their gorse rise. And the new exclusion law contained provisions even more drastic than those in the old Act. The Chinese found themselves left in the lurch; the Imperial Government seemed scarcely to realise the position, and would have tamely accepted the terms proffered by America had it not been for the spirit and combination of the merchants and the traders who had been reporting as discreditable or who refused work should be struck off the register. If the scheme proved satisfactory, the promoters would have data at hand to check the influx of beachcombers into Shanghai. The only argument against it is that the cost would be very heavy, but the writer believes that it would be an improvement on the present system. The success of the scheme would "depend partly on the co-operation of all the other benevolent societies, both in method and finance; partly on the confidence of the public; and, perhaps chiefly on the man in charge of the depot." There is, no doubt, much to be said for the idea outlined by the Shanghai writer, but it is doubtful if it would apply to Hongkong. In the first place, the "distressed foreigner" as he is euphemistically termed—is seldom entitled to sympathy, and in his case where he is honest on his benevolence, a combination of misfortune and bad luck, he usually finds his way cleared for him. It is evident that the writer refers particularly to seamen when he speaks of "distressed foreigners," but they are comparatively well off compared with the individual who is stranded and has no trade or occupation to fall back upon. People in the East have been so long tormented by the beachcomber element that where they have not grown absolutely callous to the appeals for help, they have become chary of dispensing casual relief. The story of the beachcomber who spent his life in the "Albatross" and the "Glory" were removed and new guns loaded into position. That was afeat accomplished by the employés of the Hongkong and Whampoa Dock Company which was praised even by the Service papers in England. The people of Hongkong took credit to themselves for the performance. But apparently a change has come over the spirit of the dreams. Instead of being the first and foremost in the field of competition, the Hongkong and Whampoa Dock Company seem content to rest on their laurels. A few years ago, to put it no nearer, the very suggestion that the Chinese Government were contemplating the advisability of docking a cruiser of the character and importance of the "Czarofitch" would have been received with the same indifference as the proposal of the Chinese Government to open the Yangtze River to foreign trade. Hongkong would be selected as the place where these operations would be most efficiently carried out. It was only the other day that we plumped ourselves on the dexterity and skill with which the useless guns of the "Albatross" and the "Glory" were removed and new guns loaded into position. That was afeat accomplished by the employés of the Hongkong and Whampoa Dock Company which was praised even by the Service papers in England. The people of Hongkong took credit to themselves for the performance. But apparently a change has come over the spirit of the dreams. 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The people of Hongkong took credit to themselves for the performance. But apparently a change has come over the spirit of

noon, as well as by Mr. Humphreys, is no less important from the point of view of British manufacturers, whose marks have established for the goods they represent the standard of their quality, and have gained favour with the retail traders and consumers in China. It is a well-known fact that Chinese buyers frequently attach all the importance in the world to a particular mark, and once it has gained the favour of a certain class of buyers they will take no other goods even of the same standard—they will have nothing but the goods branded with the mark with which they have become familiar, and whose quality and character they have proved by experience. In Hongkong it has been found necessary to replace on the statute-books of the Colony the old law on the registration of trade marks by one which will secure greater protection to the registered parties. It is noteworthy that those interested in the registration of trade marks have not raised their voices in protest against the higher fees which are charged under the new ordinance, because they recognise the advantages which are likely to be derived from the stricter provisions of the new enactment. The Registration Bureau of Peking, the rules and regulations governing which have already appeared in our columns, not many months ago, is supposed to afford the necessary protection for trade marks in China, but as a matter of fact it is little more than an office wherein, after considerable trouble, labour and expense, the marks for which registration is sought are deposited, but the primary object of protection is rarely obtained by applicants for registration, for it cannot be assumed that a mark registered in Peking could have protection extended to it in the southern provinces, for example. It will be many years before the Chinese officials and the subordinates of such a department can be made to realise the importance of registration and adopt such measures as will secure for the proprietors of the marks—at great expense to themselves—the protection necessary for trade interests. We are at a loss to conceive how any system can, at present, be devised that could be made workable in Canton. It is possible, however, that, under the aegis of the Consular official in that city, a special department might be created to deal with commercial affairs, with a special branch for the registration of trade marks. Here, again, there is the difficulty that the Consular official could only take cognisance of delinquents who were British subjects, and all others, including Chinese, would be outside his jurisdiction. The only possible way by which he could deal with such cases would be in the form of a representation to the Chinese authorities. But it is hardly to be expected that the native officials would go the length of instituting prosecutions against infringements of such a character. The whole question at this stage is too academic to be capable of practical solution. Since most of the goods destined for Canton pass through Hongkong, it devolves upon the merchants concerned to institute searching inquiries in every case of an infringement of trade marks so that, if possible, injunctions may be obtained against the despatch of such goods from Hongkong to Chinese ports—but we must admit that even here there is a difficulty, for in those cases where goods pass through Hongkong in bulk in the holds of vessels to be discharged in Canton, the detection of any infringement of trade marks would be rendered practically impossible. Nevertheless, all goods in transit that are stored in the warehouses of the Colony, to be subsequently shipped to Canton, might be the object of observation by parties interested and time and opportunity afforded for action to be taken by those whose marks were infringed against unscrupulous manufacturers.

CHINESE RAILWAYS AND CURRENCY REFORM.

(27th October.)

It is rather a novel idea to associate the construction and extension of railways in China with the adoption of a uniform coinage, but the argument advanced by the Hon. Mr. Gershon Stewart at the meeting of the Hongkong branch of the China Association held on Wednesday was sufficiently plausible to support his theory. The statement that, in his opinion, "no influence will be so potent in arriving at this desired end—the reform of the coinage—as trunk-lines of railways throughout the country," might be open to philosophic doubt at a first glance. Mr. Gershon Stewart, however, by a happy conceit, showed how the adoption of a fixed tariff for railway passenger fares would naturally lead to the adoption of a fixed standard of value in the coinage system, if only for the sake of convenience. As the speaker remarked the real impetus in the movement towards reform of the currency must come from within. That might almost be described as a truism, in view of the long series of efforts all rendered nugatory by the apathy and procrastinating proclivities of the Chinese Government—which have been made time and again to induce the Government to adopt a standard ratio of value. European merchants in China have hammered away at this point; representations innumerable have been made to the Imperial authorities on the subject, but all to no effect. When the "MacKay Treaty" was ratified in 1903, it was confidently believed that the reform of the coinage system would be carried through without further delay. But the coinage system is a source of as much irritation and uncertainty to-day as it was when the Treaty was drafted. As an evidence of the importance attached to this reform, the question was dealt with in the second Article of the Treaty, and its terms are most explicit. The Article reads—"China agrees to take the necessary steps to provide for a uniform national coinage which shall be legal tender in payment of all duties, taxes and other obligations throughout the Empire by British as well as Chinese subjects." Yet we find the Hongkong branch of the China Association saying last year—"Trade in Hongkong has for some time been suffering severely from the fluctuations in exchange, and the commercial community regards the establishment of a national coinage in China as the

first step towards an effectual remedy for the evils attending a variable standard." According to the annual report, "the desired end seems still a long way off, owing to the laxity of the Chinese Government in carrying out the stipulations agreed to in the Treaty." Now comes Mr. Gershon Stewart, with the solution of the problem, how to secure the reform desired by all nations and not least by the Chinese people themselves. His description of the Chinaman, who saves up his "cash" for a trip on the railway, and arrives at the ticket-office only to find that he is short of the required amount owing to a fluctuating exchange, was thoroughly apt, and in the circumstances worth a dozen of the cut-and-dried arguments which have been going the rounds for years. It is seldom a touch of humour is, or can be, imported into the consideration of any monetary question that when it does come it should be hailed with the sounding of cymbals. Railways, therefore, being the crux of the situation, it would not become a resident in Hongkong to dispute their opinions on a subject which they have studied. But, even granting that, Kowloon residents are surely quite as fully entitled to a garden as the children at the Peak. Kowloon is growing every year; there is a city on the peninsula where once only a few houses existed, and in many quarters of Kowloon there are signs that congestion is taking place. People of the lower class held together in tenements, breathing the foul and noxious odours which so freely circulate in certain districts. Blocks of buildings are being run up, where a maximum of humanity may occupy a minimum of space. These are the people who would benefit from the gift of a public garden, maintained out of the public funds; but they have to wait the pleasure of the Government, which, of course, must provide in the first place for friends at the Peak. There must be something radically wrong when the tongue-tied people are neglected or forgotten, and only the affluent permitted to bask in the sunshine of official favour. If a children's garden had to be given at all it should have been given, we maintain, to the waifs and strays of Hongkong, and not to the children of the wealthy, who could well afford to provide themselves with a garden without trenching on the public purse. The amount set down in the Estimates for the formation or completion of the children's garden at the Peak is, as we have shown, \$700—an insignificant sum from a Government point of view; but that \$700 might have been better spent in alleviating in some measure the wretchedness of those whose lot is passed in the crowded districts of Victoria or Kowloon. The money has been voted, however, and the children's garden at the Peak is an accomplished fact. So the ratepayers—who are not worth consideration—may accept the situation and chew the cud of reflection.

THE CHILDREN'S GARDEN AT THE PEAK.

(28th October.)

Occasionally it happens that an item in the Estimate of expenditure for the year is allowed to pass without comment, not because it is intrinsically right, but because the amount set against it is so insignificant that criticism might savour of a narrow carping spirit. Still there is a principle at stake, and even although the amount concerned is trifling, it is public money which should not be expended except in a manner which has the support of the community in general. In the Estimates for 1905 there is an entry under the "Botanical and Afforestation Department" clause with "other charges" which reads—"Peak Garden—formation, \$700"; and on reference to His Excellency the Governor's speech in introducing the Estimates for the coming year we find that "The Botanical and Forestry Department Vote is reduced by \$679 as the children's garden, at the Peak, costing about that amount, is to be finished this year." On the principle that to him who hath more shall be given, the Government of Hongkong has decided to present the children of the taipans and gentry of the Colony with a garden, where the amals can congregate with their charges and rid the houses on the higher level of squalling infants and noisy youngsters. Of course, this children's garden will prove a boon and a blessing to those people who can afford to live at the Peak, and we might not be inclined to cavil at the expenditure if the community as a whole was treated with equal justice. But while the offspring of the aristocrats at the Peak are provided with a garden at the public expense, what is being done for the unfortunate children of the poor who are dragged up in the gutter? Are they provided with a garden where pinched-faces, may blossom into health and weary mothers get a breath of the fresh air amid the flowers? Not a bit of it. There is a park adjacent to the high-level tramway station where children are sometimes taken by their nurses, and where a few Chinese residents occasionally saunter, but it cannot be said that the park is patronised by the class which would most benefit from the use of a public garden. It is beyond the reach of those who live in the congested districts of the city, such as Bonham Strand and Queen's Road West; a formidable journey has to be taken by the poor if they desire to visit the public gardens as they are called, and the effort required to get there would completely nullify any good that might otherwise result. The consequence is that a trip to the gardens—the only gardens that are open to the labouring class, the only open vacant spot which is not over-run by sporting clubs and sporting enthusiasts in the Colony—partakes of the nature of an expedition. The preparations for the trip are greater than those made by the average man who spends a holiday in visiting Shanghai. So that if the children of the drudge, the beast of burden, who was only brought into the world to live in servitude and whose only virtue is that he pays the taxes, if they see the public gardens once in a blue moon they may consider themselves lucky. Does anybody ever hear suggestion that a children's garden should be presented to the real toilers of the city? They are supposed to drag out their existence in the lanes and alleys of crowded buildings, to honour and obey their superiors, and to forget that they have any rights. But the children of the well-to-do, who live in villas at the Peak, whose homes are spacious and well-appointed, whose habitat is a garden in itself, must be provided with a public garden, while the urchin of Victoria proper finds his playground in the streets. There certainly seems to be a disproportionate dispensing of favours here. It may be said that the children of the poor can spend their days at Happy Valley; but, as everybody knows, that delightful spot is reserved for the use of those who have time to spare for cricket, football, golf, or horse-racing, the cricket ground, which was once a public site, is now practically monopolised by the Hongkong Cricket Club and its friends, whose most absorbing topic is whether this should or should not be allowed when drinks are in question. There is, therefore, no place for those who live on the ground floor of the Colony, and nobody—of course, nobody who has the ear of the Government, and, of course, no one

could expect the Government to get on its own initiative—nobody dreams of planning a public garden for the children of the lower classes." If anybody lays a word, the Government can reply, "frankly enough," that there is a "public garden," a "children's garden" at the Peak, a big open space at Happy Valley, a cricket ground and "doublets" other open spaces which no one but the Government ever heard of. And what about Kowloon? While the Peak residents get their gardens at the cost of the ratepayers, Kowloon has to go without a garden at all. Kowloon has a better case to support the argument that a "public garden" should be presented to the inhabitants of that suburb than even Hongkong could submit. For at least it can be argued with a certain amount of plausibility that Hongkong has a garden which nobody visits, but Kowloon has nothing, except a rifle range. It is the pride and boast of people in Kowloon that they live in the healthiest quarter of the Colony, and naturally it would not become a resident in Hongkong to dispute their opinions on a subject which they have studied. But, even granting that, Kowloon residents are surely quite as fully entitled to a garden as the children at the Peak. Kowloon is growing every year; there is a city on the peninsula where once only a few houses existed, and in many quarters of Kowloon there are signs that congestion is taking place. People of the lower class held together in tenements, breathing the foul and noxious odours which so freely circulate in certain districts. Blocks of buildings are being run up, where a maximum of humanity may occupy a minimum of space. These are the people who would benefit from the gift of a public garden, maintained out of the public funds; but they have to wait the pleasure of the Government, which, of course, must provide in the first place for friends at the Peak. There must be something radically wrong when the tongue-tied people are neglected or forgotten, and only the affluent permitted to bask in the sunshine of official favour. If a children's garden had to be given at all it should have been given, we maintain, to the waifs and strays of Hongkong, and not to the children of the wealthy, who could well afford to provide themselves with a garden without trenching on the public purse. The amount set down in the Estimates for the formation or completion of the children's garden at the Peak is, as we have shown, \$700—an insignificant sum from a Government point of view; but that \$700 might have been better spent in alleviating in some measure the wretchedness of those whose lot is passed in the crowded districts of Victoria or Kowloon. The money has been voted, however, and the children's garden at the Peak is an accomplished fact. So the ratepayers—who are not worth consideration—may accept the situation and chew the cud of reflection.

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The French Minister at Peking has approached the Chinese Board of Foreign Affairs on the subject of railway extension in China. He urged upon them the desirability of granting concessions to the French to the same extent as those made to the British. A Peking wire of the 6th October stated that France was trying to get control of the interests in railways and mines in the province of Kwangsi. Lately there is reason to believe, says the telegram, that the Peking Government was consulted by the French authorities on the matter. It is reported that when Prince Li Chen paid a visit to the French Minister in Peking on the 2nd October the French Minister offered that if there is any way to effect the joint enterprise of China and France in taking control of railways and mines in the province of Kwangsi the French government is quite willing to remit three-tenths of the instalment of the Boxer indemnity to be paid to France annually in consideration of the enterprise, etc.

THE KWANG-CHOU-WAN RAILWAY.

CANTON VICEROY'S OPPOSITION.

(From Our Own Correspondent.)

Shanghai, 21st October, 11.45 a.m.

Viceroy Tsien Ch'un-hsien is strenuously opposing the construction by the French of a railway from Canton to Kwang-chou-wan.

TOGO IN TOKIO.

PETED BY CITIZENS.

(From Our Own Correspondent.)

Shanghai, 21st October, 11.45 a.m.

Admiral Togo has arrived in Tokio where he has been accorded a magnificent reception. The "Kwong-hsien" and the "Kwong-hsien" were held in honour of the Viceroy, and the city was decorated for the occasion.

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JAPAN'S NAVAL ADVISER
IN HONGKONG.

HIS MISSION IN THE COLONY.

AN INCRIMINATE PERSONALITY.

It will come as a surprise to the majority of people in Hongkong to learn that the naval interests of Japan here are being closely watched by an expert naval adviser, Captain Tonami, of the Japanese Navy, who has been in Hongkong for the last two months, keeping an eye on the movements of all naval vessels which visit the port. Living quietly and unostentatiously at the King Edward Hotel, Captain Tonami has attracted no attention. He is the accredited naval adviser to the Japanese Consulate in Hongkong, but he was never to be found within the doors of the Consulate. Indeed, it is a question if the Consul knew of his presence, at least he did not avow such knowledge when interrogated on the subject by a newspaper man—so that Captain Tonami is somewhat in the nature of a phantom being. At least that was the impression that one received on making inquiries at the abode of the gallant Captain. At length it was discovered that he was in residence at the King Edward Hotel—he has been there two months and may be, there for another two months for all we know.

Captain Tonami himself ushered the representative of the *Hongkong Telegraph* into his room. It did not look like a Spartan's apartment. A heavy overcoat with gold rings on the sleeve hung from a hook on the wall. There was no other sign of the Captain's profession than the session of Congress.

It is contended by the American producers that the granting of free trade to the Philippines would be a serious menace to the development of the home beet and cane sugar industries. They argue that on account of the supposedly low cost of labour in the Philippines, the large tracts of undeveloped lands which are suitable for the cultivation of sugar, and the effect which the introduction of modern machinery is likely to have upon the output, if free trade was granted, the Philippine product would swamp the home industries.

"Up to the present time the debates in Washington have been more of a political than a technical character, at any rate so far as our friends are concerned. The President and Secretary Taft have given us their sympathy and have tried to force the Bill through, but they have been working without the aid of technical advice. On the other hand, the opposition have had facts and figures, from their standpoint of course, at their finger-tips—they have been able to speak of the yield, the cost of production, and everything pertaining to the manufacture of sugar. And our supporters have been unable to answer the argument of the opposition with effect, because they had not been coached on technical points.

"Captain Tonami made play with his moustache and smiled benignly on the interviewer.

"You have been in Hongkong—?"

"Yes—?" said the Captain, waiting expectantly.

"For two months, I believe?"

"About that time."

"Were you specially detailed from Japan to act as naval adviser to the Consulate here?"

"I was returning to Japan from Europe when I was ordered to remain in Hongkong."

"I have something to say. He was detained by telegram at Hongkong, was he? Now we begin to see light."

"You were on duty in Europe, of course?"

"You could hardly call it 'duty.' Filed again, 'I was in England for a time and then went to the Continent for a short space, and then travelled to the East.'

"So that you did not see any fighting?"

"Unfortunately, I did not. But I may have that pleasure some of these days."

One would have thought from the Captain's momentary enthusiasm that there was to be an Armageddon next week.

"Are you attached to any ship, or are you directly under the orders of the Admiralty—as official rather than a fighter?"

"I'm a combatant! From that non-committal answer the gallant Captain would not budge.

"It has been suggested that you have been inspecting the docks here with the object of informing your Government whether there is accommodation in Hongkong for ships requiring repairs," said the interviewer, although the sentence was jerked off in snatches, and not in the long rippling roll as it appears in print.

Captain Tonami smiled. For all that one could make out he had never seen the docks—it was just possible he had heard of them. But he simply shook his head and kept on smiling, which is nearly as disconcerting as the direct negative emphasized.

"Now that the war is over your duties as naval adviser to the Consulate are ended. I suppose?"

"You see me here," said the Captain. "I have not gone yet."

"I am simply waiting orders, which I expect to receive every day."

As the interviewer bowed his adieux, Captain Tonami suddenly became communicative in a burst of enthusiasm he said—"I'm very sorry I have no news for you. I know the *Hongkong Telegraph*. A beautiful newspaper."

It is scarcely to be doubted that Captain Tonami has been making inquiries regarding the docking facilities at Hongkong. The docks at Japan are practically monopolized by the fleet of warships which have seen service, and the docks must be occupied by the numerous Russian, battleships, and cruisers, which the Japanese have raised at Port Arthur, Chongli, and other places, Shanghai, will shortly be, by day and night, in overhauling the Russian, warships, and transports which have been sent there, or were intended at that port. So that Hongkong is the only port with large docks, accommodation, and repairing facilities open to the Japanese vessels. Rumors have been afloat that the Japanese intended to send several vessels to Hongkong to be overhauled, but so far there has been no confirmation. They bear the impress of probability on their face, however, and Captain Tonami's visit to Hongkong may not be without its advantage.

Some time ago the *S. & D. Daily Journal* mentioned that Vicaroy Chang Chih-tung had raised a loan from the Hongkong and Shanghai Banking Corporation to start waterworks at Hainan. Now we (*Mercury*) learn from an independent source that the concession is under negotiation with the Vicaroy, by Messrs. Jardine, Matheson, and Co. The idea is to start a limited company to be registered at Hainan, with a Chinese capital of £100,000, to be used for the construction of the works, and to be called on to make for the shareholders a sum equivalent to the amount of the loan. The Vicaroy will be the largest shareholder, and his own capital included in the sum the company will be able to call on for the construction of the works. The Vicaroy will be confined to the use of the loan for the construction of the works, and the shareholders will be entitled to a sum equivalent to the amount of the loan for the construction of the works.

SUGAR IN THE PHILIPPINES.

INTERVIEW WITH MR. BROWNSON REA.

REVELS DISCHARGED.

23rd inst.

One of the great questions affecting the trade and development of the Philippines is that of free trade between the islands and the United States. On all points, with the exception of sugar and tobacco, Congress has expressed its willingness to grant free trade, but there is a very strong opposition against the importation of Philippine sugar into the States duty-free. The numerous sugar and tobacco interests in Congress have directed all their influence and voting strength against free sugar and free tobacco, with the result that the development of the sugar and tobacco industries in the Philippines is retarded. If not rendered absolutely impossible.

Mr. G. Brown Rea, M.P., editor of the *Far Eastern Review*, who has been appointed one of the representatives of the Philippine sugar merchants and planters to voice similar opinion in Washington, is at present in Hongkong in the American capital. In conversation with a representative of the *Hongkong Telegraph*, Mr. Rea outlined the object of his visit to the States, and gave some idea of the opposition which must be overcome if the Bill giving free trade all round to the Philippines is to be carried through the House of Representatives and the Senate.

"The American producers of sugar," he said, "have fought this Bill to reduce the tariff against the Philippine product, for the last two or three years. And they have been successful in killing the Bill on the closing day of the session of Congress."

It is contended by the American producers that the granting of free trade to the Philippines would be a serious menace to the development of the home beet and cane sugar industries. They argue that on account of the supposedly low cost of labour in the Philippines, the large tracts of undeveloped lands which are suitable for the cultivation of sugar, and the effect which the introduction of modern machinery is likely to have upon the output, if free trade was granted, the Philippine product would swamp the home industries.

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THE CHINESE MARRIAGE LAW.

INTERVIEW WITH MR. BROWNSON REA.

REVELS DISCHARGED.

23rd inst.

The following is the judgment, delivered by Mr. F. A. Hardall this morning, in this case, which has been fully reported in these columns. His Worship said: "The defendant was charged before me with unlawfully, knowingly, and wilfully, to try their fortune in the south."

"It is apparent that they are, no, to leave any

thing to chance, or to endeavour to beat the shipping firms in the field by taking half-hearted measures in the outset." Their fleet will be, up-to-date, in every respect, and therefore, he believes, the British firms will look to their laurels unless they are inclined, to see the trade which they have laboriously built up: wrested from their grasp.

Estimates have not been prepared and are in the hands of the Government.

All that is to do is for the Government to call a meeting of the Chinese, American, and other firms in the south.

Mr. Sutton has received a report from Mr. Sutton, Commercial Agent, Japan, for the month of July. Mr. Sutton says that for the six months ending June 30 last there is a decided increase in both imports and exports, but more in connection with the former, in consequence of heavy imports in anticipation of the increased duties. The total imports were £28,442,787. In connection with these there is an increase of £10,313,300 as compared with the first six months of 1904, of which the imports of raw cotton, wool, leather, machinery, woollen, cloths, grains, etc., are very conspicuous.

The total exports were £14,273,000. Compared with 1904 there is an increase of only £327,354.

In the last despatch attention was drawn to damage done to local crops through the harvesting running into the rainy season. It is now estimated that the shortage will be about 10 per cent. less than for a normal year for barley, oats, and wheat.

"New South Wales can only be blessed with a good harvest for the coming season, then I have very reason to expect heavy imports from Australia. New South Wales grains are spoken of in high favour, but it is of the greatest importance to give close attention to the supplies previously made as to weights, soundness of bags, etc. Judging from certain newspaper extracts forwarded to my office it would appear that certain of our people are rather inclined to discredit the report I made some time back with reference to defective shipments and losses through not having a q. samples at my office. I can assure you that facts are as stated by me, and if any of our people still have further doubts I shall be glad if they will call upon Mr. J. W. Gillespie, of Messrs. Gillespie Bros., Sydney. I did not appeal to Mr. Gillespie, but certain merchants did, and he saw with his own eyes exactly what I complained of."

"In drawing attention to matters of the nature referred to I can assure you that I do not act with any hostile feelings. I am too proud of my country and the products thereof to be guilty of such conduct, but finding, as I did, that our products were getting a bad name in consequence of the defects mentioned, and being freely spoken about, I deemed it my duty to specifically draw attention thereto.

In the East we cannot be too careful in the getting up of our products, more especially the question of bagging for grain. The American can send defective bags to Australia, as mentioned in one of the extracts sent me, but

I can assure you that they pay very respectful attention to prejudices at this end, and in advertising send spare bags to meet cases of bags getting broken when unloading. I trust our people may see fit to do likewise, and also pay attention to my previous remarks having reference to uniformity of weights for all bags under certain distinguishing brands. This system has come greatly into favour with the native buyers, from the fact that they take a few bags of each distinguishing brand, weigh them, and, if found correct, then accept the balance of consignment as correct. In the case of bags with no distinguishing brands, the tedious process of weighing all bags has to be done, and on small scales, there being no large weighbridges yet in use in Japan. The former system leads to expeditious delivery, and is much appreciated, whereas the latter leads to endless delays.

"During the month I received some samples of excellent New South Wales wheat and oats, which are very highly spoken of. With the shortage in local crops it is quite possible that orders may be cabled at an early date; in fact, as per my cable of some few days back, action is already being taken in connection with the oats, and by one of the largest merchants in Japan, who has not hitherto touched the Australian grain trade. I am also advised that orders may be sent later on for seed wheat, just for the purpose of trying a new grain. Some samples I have come across are not expected that they will leave Manila before the end of the present month.

"With regard to the smaller craft, torpedo-destroyers, gun-boats and 2nd class cruisers, these are all in progress to Vladivostok without delay. The warships which are at Shanghai being overhauled will go to Vladivostok before the harbour is frozen, and it is stated, the vessels which we intended in the Philippines are also under orders to clear for Vladivostok.

"The navy ferry boat *Rapido* after making her regular trip to Manila on the 18th inst. made a trip to the Russian flagship *Aurora* for the purpose of delivering to that vessel 200 pounds of powder for saluting purposes. The destination of the cruiser has as yet not been officially made known. The vessels are held ready to sail at a moment's notice although it is not expected that they will leave Manila before the end of the present month.

"The *Aerated Waters*.

A DANGEROUS PRACTICE.

24th inst.

"The Magistracy this morning, Wong Tak Shin, of No. 212, Hollywood Road, was prosecuted, at the instance of the Sanitary authorities, for using an aerated water manufacturing machine which contained lead and copper as internal component parts.

Inspector Lamme stated that, on Friday last, he visited the defendant's shop and purchased two bottles of lemonade. One of these he kept, and the other he handed to the Government Analyst.

Dr. N. Pearce said he received a certificate from the Government Analyst, which read that "one gallon of liquid contained one grain of lead." That meant that the proportion of lead found in the contents of the bottle amounted to one grain per gallon. He was of opinion that the presence of that proportion of lead in a liquid intended for human consumption was dangerous to health. Lead was an accumulative poison and drinks containing that proportion was found in the pipes used in the preparation of gas. He was at the shop this morning and saw a quantity of lemonade and coloured drinks, but did not see the machine in operation.

His Worship said that before inflicting any penalty he would adjourn the case for one week on the defendant giving his undertaking to replace the pipes with others of a non-destructive nature.

This undertaking having been given, the case was adjourned for a week.

HONGKONG LIFEBOATS.

FOUND IN A RANGOON WELL.

25th inst.

On the night of 6th inst. a bundle of letters was fished out of a well at Rangoon, opposite the tramway buildings by a person who was drawing water. The letters could not have been long in the well, for the water had not penetrated through the cover, and the stamps had not been washed off, nor the writing on the covers rendered illegible. The bulk of the letters (which are written in Hindoo) and are open bear the *Longkong postmark* and are addressed to *Thayetmyo*. The others are from *Thayetmyo* and are addressed to *Rangoon* and other places in Burma. By the date on the covers it would seem, says the *Rangoon Times*, that someone had been stealing these letters (perhaps belonging to the Burma Regiment which was in Hongkong when went to *Thayetmyo* and is now in *Mandalay*), since 1902, and only from their contents can it be ascertained whether he has been smothering himself at his expense of others. This will probably be soon discovered.

TANJONG PAGAR CO.

SHAREHOLDERS' MEETING.

AWKWARD QUESTIONS UNANSWERED.

An extraordinary general meeting of the members of Tanjong Pagar Dock Co., Ltd., was held at Singapore on 15th inst., to receive the directors' report and accounts for the half-year ended 30th June, 1905, and to transact certain special business. Hon. W. P. Waddell (Chairman) presided, and there was a large attendance of members.

The Chairman, before moving the adoption of the report and accounts, remarked that the company's business had been well maintained during the half year, the amount available for distribution amounting to \$891,675, including \$26,645 brought forward; and said he would be pleased to answer any question.

Hon. J. Anderson asked who was responsible for the fact that the information contained in the communication from the Colonial Office said to be dated 9th December, 1904, notifying on that date the "decision" of the Government that the Company would be expropriated was not made known to the shareholders until 21st December, a period of 11 or 12 days, thus elapsing before the shareholders were made aware of this all-important fact? Was it the London Committee or the Board in Singapore? On what date was the knowledge of this fact first received, private or otherwise, in Singapore, by the Chairman or by the Board?

The Chairman—I am afraid we cannot give you the information, Mr. Anderson. If you had given us notice we might have made some inquiry on the subject, but speaking of hand I think the Government were more to blame than anyone else.

Hon. J. Anderson—Am I to understand, Sir, that before 9th December, the date of this communication from the Colonial Office, and the 21st when it was made public here, neither the Chairman nor any member of this Board was aware of the fact, either conveyed by private telegram or by a telegram to the Board generally that the Colonial Office had communicated the decision of the Government to expropriate this Co?

The Chairman—I am informed by the Company's legal adviser that this question is not relevant at this meeting. It should have been asked at the last half-year meeting.

Hon. Mr. Anderson—It is perfectly possible, Sir, that by the law generally governing the proceedings of the general meetings, it may be considered by the Co's. counsel, as not altogether in order, but I have always understood that these general meetings were for the purpose of any shareholder ventilating in every possible respect anything bearing materially on the conduct of this Co's affairs; and I think it is exceedingly regrettable if no information is given on this point, because it is a perfectly well known fact that in the interregnum between the date of this communication and the making of it public—

The Chairman—I must rule, Mr. Anderson, that you are out of order in making this statement at this meeting. Has any other gentleman anything to say?

A QUESTION OF COALS.

Hon. Mr. Anderson said he had a question to ask with regard to the accounts. He wished to know the total quantity of coal used by the Co. in its own working operations during the six months covered by the accounts; the value of that coal; and against these facts, what had been debited to working account for the same period for coal consumed before working out the net earnings for the half year?

The Chairman—I am afraid that is not relevant either.

Hon. Mr. Anderson—I utterly fail to see, Sir, how it can be called irrelevant seeing that you produce an account showing that the earnings for the half year are \$891,675. It is very reasonable question, as to what has been debited to the cost of coal actually consumed by the Co. in its own operations.

The Chairman—All I can say is that there has been no change in any department at work in the Dock Co., so far as I know, for the last 8 or 9 years, either with regard to coals or any other department, and as the Government have debared us and the executive are the only people who know anything or ever did know anything about the working of the Dock Co.'s business, I am not in a position to answer the question.

Hon. Mr. Anderson—I am sorry, Sir, to have to state that your reply, that matter has been conducted in this respect during the past half year as they have been during some years past, is not an answer to my question.

The Chairman—Well, I am sorry I cannot answer you question.

Hon. Mr. Anderson—It is a question which could be answered by simple examination of these accounts, as to whether the coal used as represented by these accounts has been paid for by the Company.

The Chairman—I cannot answer the question.

There being no further remarks offered or questions asked,

The Chairman moved the adoption of the report and accounts.

Hon. H. Fort seconded and it was carried by 51 votes to 1 (Hon. Mr. Anderson).

Mr. T. de M. Biddell moved—"That the Directors be requested to apply to the Government for the payment over to the Company of the sum of \$891,675 as the balance shown on the certified accounts representing profits available for immediate distributions dividends and legally distributable as such."

Mr. K. Little seconded, and the motion was agreed to, nem. con.

The Chairman proposed—"That a dividend at the rate of \$24 per share for the half year ending the 30th June, 1905, be paid to the members of the Company out of the sum of \$891,675."

Mr. F. D. Macgregor seconded, and the motion was carried unanimously.

DIRECTORS' FEES.

Immediately afterwards, a second extraordinary general meeting was held, for consideration of the following resolution:—"That the following article shall be substituted for Article No. 87, namely:—The remuneration of the directors for their services after the 30th June, 1905, shall be at the rate of \$22,500 per annum. The said remuneration shall be divided amongst the directors in such proportion and manner as they may determine."

The Chairman said that this was rendered necessary as the old scale of directors' fees had ceased to exist. This was the same amount that had been paid to the directors under Article 87.

Sir William Taylor asked how many directors that sum was intended to be divided amongst.

The Chairman said it was formerly divisible among nine; now they had only five.

Sir William said he would ask what services the directors had done since 30th June to entitle them to ask for this "vastly increased remuneration."

The Chairman said they had a great many more meetings than ever before, and if the shareholders did not think they had earned their remuneration they would not doubt say so.

Sir William asked if it was not the ordinary remuneration from the Dock Co.?

The Chairman believed that was so, but he pointed out that the work was not done at the same meetings.

Sir William remarked that he represented very large interests on behalf of the F.M.S.—about 3,000 shares, he was understood to say. This would hit him fairly hard. He was not aware of such services on the part of the directors that he could express agreement with this resolution, and he strongly opposed it.

Hon. Mr. Anderson asked if he would be in order in repeating his previous question, now that the matter under discussion was the remuneration of the directors; but he was again ruled out of order.

Sir William Taylor suggested that the question of directors' remuneration might be left over till after the settling-up, when they could come before the shareholder and say they had done certain work and could claim such remuneration as was fair.

The resolution was then proposed by Mr. C. McArthur, seconded by Mr. J. B. Young, and carried by 22 votes to 3.

Sir William Taylor proposed that a poll be taken, and it was agreed to hold a meeting for this purpose.

There was no other business.

A VISIT TO THE DOCKS.

Somewhat unexpectedly, says the *Straits Times* of the 16th inst., the first meeting of the Tanjong Pagar Dock Arbitration Board was summoned for this morning, and took place at 11 o'clock in the Legislative Council Chamber. Those present were:—Umpire—Sir Michael Hicks-Beach. Arbitrators—For the Government, Mr. J. C. Inglis; for the Dock Co., Sir Edward Boyle, x.c. Counsel and solicitors—For the Government, Mr. Balfour Browne, k.c., Mr. M. Mamey, Mr. A. R. Adams, Mr. L. M. Woodward; for the Co., Lord Robert Cecil, k.c., Mr. H. Fort, Mr. E. C. Ellis, Mr. J. Druce, Mr. Mathew, Mr. Carter, Engineers, etc.—For the Government, Mr. W. Matthews, Mr. E. Moulds, Mr. W. J. Trowell, Mr. S. Tomlinson, Mr. P. R. Warre, Mr. Malby; for the Co., Mr. P. W. Meik, Mr. P. White, Mr. E. Moulds, Mr. Halsey, and Mr. Spencer.

Sir Michael Hicks-Beach said that paragraph 9 of the Expropriation Ordinance provided that if the Direction of the Company fail to agree with the Government as to the sum to be paid as compensation for the taking over of the undertaking of the Company the sum to be so paid shall be determined by arbitration, and paragraph 12 provided for the holding of the Arbitration Court if it was under the latter section that they were now constituted.

Mr. Egerton Eastwick was appointed to act as Secretary to the Board.

Mr. Wondward as a Justice of the Peace administered the formal declaration to the arbitrators.

Mr. Balfour Browne stated that the declaration for the umpire had not yet been drawn up, but would be prepared in due course.

It was agreed to draft a memorandum providing that the evidence taken before the umpire sitting with the arbitrators should be evidence taken before the umpire—in case they

Mr. Balfour Browne suggested that before the formal proceedings were opened it would be convenient for the Court to have a view of the premises the formal sittings to begin to-morrow.

Lord Robert Cecil agreed that this would be a convenient course to follow.

It was agreed to make the inspection this afternoon, the umpire and arbitrators to be accompanied by Mr. Matthews, Mr. Moulds and Mr. Nicholson to point out the different parts of the works to them. There was some question raised as to Mr. Nicholson accompanying the party, he being a Government servant, but Sir Michael Hicks-Beach said he saw no reason why Mr. Nicholson as Manager of the Docks should not accompany them, and the matter was dropped. It was arranged that the party should leave the Club at half-past two o'clock and should proceed by launch along the wharves at low water, the inspection of the landward property to be made by means of carriages to be in waiting.

Lord Robert Cecil remarked that they did not think the case turned upon any detailed examination of the works or machinery.

Mr. Balfour Browne said that the Government were going to submit just the opposite.

Lord Robert Cecil—We do not think it is material.

Mr. Browne asked what hours were proposed to be devoted to the arbitration to-morrow?

Lord Robert Cecil thought about four or five hours.

Mr. Balfour Browne suggested meeting at ten o'clock, adjourning from one till two, and sitting till half-past four o'clock.

Sir Michael Hicks-Beach—Put in 4 instead of 5.

Mr. Balfour Browne—I withdraw my suggestion.

Sir Edward Boyle pointed out a slight irregularity in the form of the administration of the declaration to Mr. Inglis and himself, relative to the umpire's declaration.

Counsel mutually agreed that no technical objection would be taken on that point.

Maps were afterwards submitted and the main features of the Tanjong Pagar property pointed out to the members of the Court, preparatory to their visit.

Lord Robert Cecil remarked to the umpire that since the hours of meeting had been fixed upon, he had been told by some of those who stayed in Singapore that six hours a day would be found too long in this climate.

Sir Michael Hicks-Beach said they should let the arrangement stand as it was at present and see how it suited.

The meeting then adjourned till to-morrow at 10 a.m.

CRICKET FIGHTING.

21st inst.

Remanded from yesterday the case in which the 63 men were charged with gambling on the result of cricket fighting was remanded before Mr. F. A. Hazeland this morning.

Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and Mr. P. W. Goldring, defendant, Mr. Deacon, witness.

Mr. Deacon suggested that witness should be asked if the collision took place east or west of Shewan Tones's buoy.

Mr. Deacon objected to Mr. Thomson's putting any question.

His Worship said he thought the question was a reasonable one and put it himself, witness saying the collision took place to the west of the buoy.

Mr. Deacon, witness said the wind was east and blowing moderately, and his boat was going at only a moderate speed.

The tide was moderate. There was nothing between the French mail and the Blake Pier, so witness could see the Ferry from the time she left her wharf on the Hongkong side. She was steaming a course towards the east. As soon as she cleared her course, witness hailed her, and she altered her course again. If she had gone to starboard instead of to port the accident would not have happened. Witness took no steps to see if any accident was possible. We did not hear his course.

Mr. Deacon, witness said the wind was east and blowing moderately, and his boat was going at only a moderate speed.

The forty-fourth defendant, who had not answered to his name when called and whose bail was accordingly remitted, now appeared in Court and the order of remandment was cancelled, defendant saying he had been delayed owing to the sickness of his brother.

Inspector Gourley stated that the space the men occupied in Court was 110 square feet, and the room in which they were arrested would accommodate twice the number.

This closed the case for the prosecution.

Mr. Goldring said his defence on behalf of the second defendant would be that of mistaken identity, and to prove his movements of the point he would call defendant No. 1, 18, 19, and 20.

Defendant No. 19 said he knew the second defendant who was a fellow passenger on the Queen's College boat, and he was the ordinary passenger from the Dock Co.

Mr. Deacon, witness said he had no knowledge of the Queen's College boat, and he had not seen the second defendant in it.

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The *Ching Kai* had two men killed and her old wooden superstructure riddled by rifle bullets. The decks are said to have been actually ripped open.

The three captured pirates are wounded and were most likely taken when trying to gain the deck of the dispatch vessel. They are now at Chefoo awaiting their trial. It is stated that the capitals of the *Ching Kai* wired to the Taotai for assistance and that this official telegraphed to the Governor at Chianfu. The torpedo cruiser *Seiyo* will probably be despatched to the place which seems to be the headquarters of the daring robbers.

FOREIGNERS IN AIAO-YIBAZY PORTS.

AN OFFICIAL PROHIBITION.

A native newspaper called the *Yihwipao* learns that in response to the request of the Taotai of Tientsin, H.E. Vice-vicer Yuan Shih-kai has sent instructions to the various officials under his jurisdiction in Chihli province to the effect that foreigners establishing banks in non-treaty ports and cities are acting against treaty rights. The recipients of the Viceregal instructions are therefore ordered to see to it that such banks are closed without unnecessary delay. Furthermore, it is stated that with the construction of railways in the interior a number of foreigners have of late been establishing banks, etc., along certain portions of the routes of these railways, which must also be strictly looked into by the local authorities of the districts concerned. One month is given for the performance of this duty.

CHINESE ARMY MANOEUVRES.

ORDERS TO THE TROOPS.

The *China Times* of October 10th publishes the following in connection with the Chinese military manoeuvres:

His Excellency the Vice-vicer Yuan Shih-kai has received an Imperial Edict, through the Grand Council commanding him to start from Tientsin with General Tsch-Liang on the 18th inst. for Hsien-chien Fu, to review the troops at the military manoeuvres of behalf of their Majesties the Empress Dowager and the Emperor.

The dates now fixed for the manoeuvres to take place are from the 23rd to the 26th inst. instead of from the 21st to 24th inst. Invitations have already been issued by Prince Ching and Vice-vicer Yuan to the various foreign ministers in Peking and the general officers commanding the foreign forces in Tientsin. These invitations request them to select military officers to witness the manoeuvres. Owing to the want of, and spacious reception houses in Hsien-chien Fu, the ministers and generals are particularly informed that the number of officers to represent each country is limited to three, so as to avoid disappointment through the lack of sufficient quarters.

The Vice-vicer Yuan Shih-kai has issued to the troops abut to take part in the coming manoeuvres a proclamation which may be paraphrased as follows:—You, my soldiers, are about to take part in most important military evolutions near Hsien-chien Fu. You will be divided in two opposing corps, the Army of the north and south respectively, which will attack one another. Your skill and strategy or incompetence and weakness will be manifested not only to your Sovereign and the Imperial Court. There will also be great numbers of military attaches and diplomatic officials from various countries, and great numbers of spectators. If you show lack of skill or discipline, it will be evident to all who view your performances. I therefore call upon you, my soldiers, to look well to your conduct, your arms, your clothing, and your equipment. Take every precaution to drill with the utmost precision.

The degree of skill and completeness of each regiment will be recorded and preserved by the Board of War and published to the world, and according to your forthcoming performances will we be the object of other nations' admiration or contempt. Let not these foreigners have occasion to laugh at us or despise us for lack of military capacity. Do not you, Ids, be the cause of your Government uselessly spending the immense sums necessitated by these manoeuvres. Any regimen or military unit making a spectacle of itself or causing the foreigners to laugh at them will be severely punished and the officers degraded. Take note of my instruction, and let them be carefully obeyed.

SUGGESTED B XFR REVIVAL.

Tientsin, October 9.—The abridged translation is that of a paragraph in the *Ja Kung Pao*. It follows the original article closely.

On the 27th of September we received a letter from Peking saying that recently the residents and officials of that city have been in a great state of excitement owing to numerous rumours abroad. We have heard that because of the Autumn manoeuvres expected to take

place at Hsien-chien, the officials have been commanding carts at the Lion Men for the transport of soldiers and military supplies. The soldiers and carters when questioned say they are soon going to open war with the foreigners, and such like language, and moreover state that at the end of the 9th moon, they will utterly destroy every foreigner. Many of the more ignorant people believe this and are removing their families and valuables from the capital into the country. The officials are also very uneasy lest at the time of the manoeuvres there shall be a repetition of the bomb-throwing outrage; and a heavy weight of responsibility is resting upon a certain Kung-pao to ensure adequate protection. Another great minister who recently inspected the Kiangnan district and other regions to the south, returned by the Lushan railway to Peking after escaping danger from a murderous band. We have heard that at present he is determined to avoid any further danger.—*China Daily News*.

THE "KWONG-CHOW" COLLISION.

CLAIM FOR COMPENSATION DISMISSED.

Oct. 23rd inst.

In connection with the collision of the steamer *Kwong Chow* with a building which obstructed the fairway in the Canton river, last week, resulting in the collapse of the building, we learn that the claim entered by the owner of the premises for compensation to the amount of \$300 has been dismissed by the harbour authorities. It is stated that, in pursuance of the scheme to improve the facilities for the better navigation of this important waterway, notice had been served on the proprietor of the building in question to remove the structure on the ground that it was an obstruction to shipping. The owner of the building, however, failed to carry out the instructions of the harbour officials within the prescribed time, and therefore his claim to be indemnified for loss and damage sustained by the *Kwong Chow* could not be upheld. Therefore, we understand, similar obstructions in the way of shipping are being removed between Hongkong and Canton which render the one out of safety. The first shot and only very little damage was done, the second shot, but having tumbled twice within twenty yards I saw I must have hit pretty hard.

that should be secured for the shipping of the port is the removal of the building and the obstructions which encumber the river, so that there may be a clear waterway which will be at all times easily navigable.

THE "HAZEL DOLLAR."

A NEW LUMBER TRADE.—The arrival of the steamer *Hazel Dollar* in port marks a new era in the lumber carrying trade across the Pacific. She is the first boat especially built for the carrying of lumber, her hold between decks and lower holds being adapted for storing the largest beams carried. This trip is the maiden one of the *Hazel Dollar*, built and engined last February, by Ranger and Company at Port Glazow. She is registered at Victoria, B.C., and thus flies the British flag. Her tonnage is 4,304 gross, and 2,803 registered, while her length over all is 384 feet five inches, breadth 50 feet, and depth, 29 feet three inches. On the voyage out, she maintained an average speed of ten knots, though on her return she only maintained 12. This trip indicates her future run, which is to be between Puget Sound, China, and Japan, and as her derrick are on the upper instead of on the main decks she has increased space on deck for carrying a load of lumber, which is necessary to put her down to her marks, the ordinary load of lumber in the holds not being sufficiently heavy to do so. In this way, with all deck gear removed, she has space on deck for nearly a million feet of lumber. She began her life by a trip to Rotterdam, where she took in a load of rails for San Francisco. After discharging this she proceeded to Puget Sound, where she took in a full cargo of lumber to Kure, Japan, and has re-purposed this at Mutsu. She came on to this port. Her officers declare that the *Hazel Dollar* is the best boat afloat for her particular run, and the first to be especially built for carrying lumber. Her sister ship, the *Reserve*, is expected to be launched early in the new year, and she is built entirely along the same lines as the *Hazel Dollar*, both of which are owned by the Robert Dollar Company, of San Francisco. The local agents are Messrs. Arnholt Karberg and Company.

ON THE "DAKOTA."

A CHAT WITH VICE-PRESIDENT JAMES.

Mr. Howard James, the vice-president of the Great Northern Steamship Company, who arrived at Hongkong by the *Leads* on Thursday, was seen by a representative of the *China Telegraph* yesterday. The mammoth liners *Dakota* and *Minnesota* which belong to the Company mean much to the importance of Hongkong as a port, and it was interesting to learn how they were succeeding so far as cargoes were concerned. Mr. James stated that on every trip from America, the Company's vessels had been crammed with cargo. At present the cargoes from this end were not quite sufficient to fill the holds, but he was convinced that the vessels would be getting all the cargo they could take.

Asked whether the Great Northern Company contemplated the construction of additional vessels for the run in the Orient, Mr. James replied that they were content with the lines they had. There was no scheme in hand to build new vessels, nor was there any idea of stepping into the Manila trade.

It was suggested that a business man of the energy and capacity of Mr. James was not likely to take a trip to the Orient without an object. Mr. James, however, dismissed all suggestions that he was on the lookout for ideas, or that he had any particular scheme in mind when he decided to travel by the *Dakota*. He wanted a holiday and took it in this way. On the subject of the *Dakota* Mr. James proved most enthusiastic.

He personally conducted our representative all over the vessel. The state-rooms are certainly magnificent. The cabins are furnished luxuriously, provision being made for the circulation of hot air and the withdrawal of cold air. One feature alone shows how the Great Northern Company has endeavoured to provide for the comfort and convenience of their passengers. Inside each bunk, at the head of each bed, there is an electric light, so that passengers can lie reading in bed. Everybody knows how uncomfortable, or rather how impossible it is to attempt to read in bed on the old fashioned boats. On the *Dakota* it is recognised that people do like to read a chapter before turning off to sleep and consequently there is there for them. The first-class state rooms remind one of a suite in a first-class hotel. There is nothing in how that the passenger is on board ship, except the windows. The rooms are furnished like a hotel, the bed and appointments would be considered suitable at the Carlton, and the private sitting room, reading room and bath-room are the roughly up-to-date. It is hardly surprising that Mr. and Mrs. James prefer to remain on board ship while she is in harbour than lodge at a hotel on shore.

SLADANG SHOOTING IN PERAK.

The following few lines may interest some of your sporting readers. On Thursday, 14th Oct. I got a wire from the District Officer at Tanjong Malim, saying that the Malay ladangs round Beltrang were being destroyed by Sladang and could I come and shoot them. So I set off early on Friday morning to the place mentioned (which is about 6 miles from Tanjong, Malim) with my 8 bore and 577. Arriving at Beltrang at 7 a.m. I had a look at the damage done and found fresh tracks in the paddy, so picked out the largest looking one and followed. As luck would have it I found the track soon separated from the herd so felt sure he must be a bull. After following up for about 30 minutes in *Sladang* (and growth jungle) and bamboo jungle, I came on to a place where he had just been lying down. The fact was pretty plain, as the flies which generally follow any large animal were in hundreds.

I then told the two Malays that were with me to wait about two yards behind me and took up the tracking myself. I had not gone more than 50 yards when I came upon a huge clump of bamboo, so crawled very carefully round there when, at our twenty paces in front of me, stood a very fine specimen of Sladang. He looked immobile. Just as I got the 8-bore up he moved his head round and looked at me; he was broadside on then. So I did not waste any time and took the shot behind the shoulder, as near the heart as I could make it out to be. He fell with a thud, but was up again in a moment, and charged straight towards where my two Malays were standing. They did a record sprint, and were not to be seen for some time. In the meantime, just after he passed them, he fell again. So I thought it was all over, and called out to the men to come and bring my 577. They heard, ran fast and, and regaled a certain amount of courage, but instead of coming to me, were too inquisitive, and thought they would like to see what had happened to him. As soon as he saw them he was again with a snort and bolted. I was very annoyed over this, and could not understand what had actually happened over my shot. There was not a sign of blood whatever, but the first shot and only very little damage done, the second shot, but having tumbled twice within twenty yards I saw I must have hit pretty hard.

that should be secured for the shipping of the port is the removal of the building and the obstructions which encumber the river, so that there may be a clear waterway which will be at all times easily navigable.

We decided to wait five or six minutes before following again, so went back to the Malay house, had my sandwiches and something to drink in case I had to make a day of it. Here Mr. Grellet of the *Leads* came into the house, and indicated that he could come too. I was rather glad of this, as it is much easier for me to have a European carrying my sand-wiches instead of a Malay, who generally leaves you when in difficulties. We followed the track from the place I left them, and we had not gone more than a mile and half through big grass and plantain trees, when I saw the jungle move in front of me. I was about 32 yards, so stopped at a bend, when I heard him crash off again, but only for a short distance. The tracking became very interesting now as these animals are very cunning, and often run in a full circle and change their way that way. So we had to keep our eyes open. 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Mr. David Wood has been appointed to act as assessor during the absence, on leave of Mr. Arthur Chapman.

H. E. the Governor was present at a dinner given by the Commodore at his Peak residence on Saturday evening.

It is now claimed that vegetable juice, taken three times a day, will cure consumption. Corn and rye are both vegetables, for consumption purposes.

GENERAL Ma and his troops will shortly leave Shanghaikun and vicinity for Chinese Turkestan, a long, weary march of at least four months' duration.

THE Chinese Board of Commercial Affairs has asked the Throne to despatch commissioners to each province. The memorial has been duly sanctioned by the Throne.

THE Kawasaki Dock Co. has recently built two shipbuilding berths of 5,000 tons and 8,000 tons capacity. Another berth, capable of holding vessels of 15,000 tons, will be constructed shortly.

We understand that a meeting of gentlemen interested in the promotion of a St. George's Ball will be called for the 13th November when a proposal for holding a Ball on 19th January will be discussed.

We believe we are correct in stating that Sir Edward Boyle, K.C., who is now at Singapore in connection with the Tanlong Pagan Dock arbitration, enjoys the unique distinction of being the only practising Silk who has been created a baronet.

THE German steamer *Stephan* has brought out to the east a submarine cable which she picked up at Nordenham. It is to be laid for the German-Dutch Telegraph Company from Shanghai to Yap, one of the Caroline Islands, a distance of about 2,000 miles.

ALTHOUGH the visit of the American fleet to Yokohama in conjunction with the British fleet was disconcerted, lest it should lead to misconstruction in Europe, the Japanese papers welcomed the presence of the U. S. S. *Wisconsin* as a sign of the friendliness of the United States without a formal alliance.

MR. Whitelaw Reid, the distinguished successor of Mr. Choate as American Ambassador to Great Britain, is one of the many statesmen who, in America, in France, and—in so far as the less extent—in England, have graduated in the career of journalism. He has been editor and chief proprietor of the *New York Tribune* since 1872.

WE regret to see that our contemporary, the *Chesfod Daily News*, has fallen so low as to be slippant over international affairs. Receiving from London a telegram that Miss Roosevelt had presented the Empress of Japan with a sewing machine, it publishes the portion of the message under the heading "Jones or Singer?"—*Korea Daily News*.

It is expected that the Board of Education will be soon established, and Hsi Ying and Yen Hui will be Vice-Presidents, while Huang Shao-chi, Wu Shin-ni, Lian Ting-feng and Wang Yi-tung will be secretaries and chancellors. It is also reported that Chang Po-hai and Tuan Fang will become the Presidents of the new Board.

VICEROY Yuan's administrative reforms, which are to be tried experimentally in Chihli, provide for the abolition of the posts of intendants and prefects, whose duties will be handed over to new departments. Each new department will have a treasurer, a judge, and a captain superintendent of police. In the larger villages assistant magistrates and police inspectors will be stationed. The harbour of Tientsin, near Tungchou, is to be thrown open to foreign trade.

CHUN CHIN, who was serving a long sentence, had the unexpired portion of it, viz., from 8th July last to 18th December, 1906, remitted, and was granted a ticket of leave. Unfortunately for himself he utilized a portion of his leave to indulge in house-breaking and burglary with the result, first, that he was ordered to undergo four months' hard labour and six hours' exposure in the stocks, and on completion of that sentence to undergo the unexpired portion, 18 months, of his previous sentence.

THE C.P.R. steamer *Athenian*, which arrived at Kobe on 13th Inst. from Vancouver, brought twenty-five American cattle, cows and bulls, to be used for breeding purposes in Japan. The animals were landed at the Karumima animal quarantine station. Nineteen of the cattle are brought over to the order of the Department of Agriculture and Commerce, and they are to be sent to the Shichizukahara pastures. The remainder are destined for Selma, Aomori and Akita prefectures.

ACCORDING to a cable from San Francisco, Miss Alice Roosevelt will have to pay duty on all the costly presents she received during her tour of the Orient. "What a feast it will be for the callous inspectors who will open her boxes and trunks and spread out the treasures of the Orient!" Poor Miss Alice, who has been used in the past few months to being treated like a real princess, will realize that a princess in her own country is without honour. But such is the price of equality for all," concludes the "cable."

A BAND of 35 convicts at the Iubius penal colony in the Philippines concocted a plot to kill the superintendent of the colony and surprise the scouts, seize the latter's uniforms, and arms and then, disguised in the uniforms, board and capture one of the coastguard cutters or any other large craft that might be available and leave the island for some place previously agreed upon. Luckily, owing to some of the loyal prisoners, the bloody plan was frustrated before it had reached a successful completion, although the conspirators managed to secure arms and for a time had the superintendent of the colony, the people of the town and the loyal prisoners besieged and threatened with death.

THE following proclamation appears in the current issue of the *Gazette*—By His Excellency Sir Matthew Nathan, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong, and its Dependencies, and Vice-Admiral of the same. Whereas by Section 3 of the Chinese Passengers' Act, 1853, it is enacted that it shall be lawful for the Governor of Hongkong by Proclamation for the purposes of the said Act, among other things to declare what shall be deemed to be the duration of the voyage of any Chinese Passenger Ship. Now, therefore, I, the said Matthew Nathan, under and by virtue of the powers conferred on me by the said Act, do hereby proclaim and declare that, for the purpose of the said Act, the voyage of any Chinese Passenger Ship from Hongkong or any port of China to Rangoon shall be deemed to be a voyage of thirty-four days duration, given under my hand and the Public Seal of the Colony at Victoria, Hongkong, this day of October, 1905.

Mr. P. Jacks, assistant land officer, has been appointed a commissioner to administer oaths, and his name has been added to the official list of Justices of the Peace.

THE Ceylon Government has sent to all heads of Departments portraits of H. M. the King, with the instruction to have them framed and hung up in conspicuous places in their offices.

THE Telesia Magistrate has issued a long proclamation prohibiting the importation of copper coins from other provinces. Chou Fu has also memorialised against the importation of any from abroad, and against any passengers being allowed to carry more than 2,000.

THE suffering inhabitants of the province of Cebu have been the objects of attention at the hands of the members of the Hongkong junta and the Filipino women of Hongkong. Of the amount subscribed £272 was donated by the women who signed the circular request for aid.

A Chess Club has been successfully inaugurated at Shanghai with the following officers—President, Mr. H. W. de Saumur; Hon. Sec and Treasurer, Mr. W. B. Lockhart; Committee, Messrs. J. Mencarini, J. E. Lemiere, J. Daudney, K. Schirmer, M. de Jesus, A. E. Moses, and P. S. Sethna.

RUBBER from vines is increasingly exported from Tonquin. Vines abound in the valleys and hills inland, but the natives are for the most part ignorant of the valuable products they are utilising. This year traders are flocking thither. Ignorance will soon be a thing of the past. Tonquin exported 164,616 kilogrammes of rubber last year.

AN action has been brought at Kobe by a junk owner against the Pacific Mail Steamship Co. to recover over £97,500 compensation for the loss of a junk and cargo, run down by the P. M. steamer *Siberia* on January 10th last, off Wada Point. The defendants denied that the junk was showing lights at the time, and said she was lying right in the course taken by the *Siberia* when it was no way responsible for the collision. Judgment was reserved.

CHAN Ah King, the contractor, made his fifth appearance before the Magistrate on Tuesday, when he stood up before Mr. Hale in response to an adjourned summons charging him with carrying on building operations, without having previously submitted plans, therefore, for the approval of the Public Works Department. When the case was called on Mr. W. T. Edwards, of the P.W.D., had now submitted the necessary plans which were under consideration—His Worship—it is very refreshing to hear that of Mr. Chan. The case stands adjourned sine die.

IN the Summary Court on Tuesday, before His Honour Mr. Justice A. G. Wise, Li Kai sued the Shing Lee firm for \$1,000 being money due on a promissory note. Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, and defendant was neither present nor represented. The debt was proved and judgment was given for plaintiff with costs. Mr. Beavis then claimed on behalf of the Chan Yuen firm in a suit against the defendant for the recovery of \$213,34, money due for goods sold and delivered. Plaintiff proved the debt and judgment was given for him with costs—Mr. Otto Kong Sing next sought judgment on behalf of the Sun Hop Leung firm, against the same defendant, for the recovery of \$351.13 due for goods sold and delivered. The claim was proved by plaintiff and judgment given in his favour with costs.

ITEMS from the *Nanfangbao* show that a telegram has been dispatched to Japan recalling the Chinese students who have graduated in the police schools there for employment under the new Board of Constabulary. A scheme has been submitted to the Chinese Government for the federation of the Mongolian States as a measure against foreign aggression, but no decision has yet been arrived at—Manchuria having been formed into a province, Ch'eng Te-ch'uan is to be appointed Governor of Kirin and Shih Nien-chie (ex-Governor of Kwangsi) Governor of Heilungchien. A new naval command will be the Liang-hu squadron, to which Admiral Shih Chen-ping is to be transferred; Admiral Li Tsun will have the substantive appointment to command the Kwantung squadron. The new Commissioner to Tibet (Chang Ying-t'ang) has been instructed to maintain that Tibet is a subject territory and not merely a protectorate of China.

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SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTER. Commenced to noon, later alterations given under "Commercial Intelligence." Last

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND	NUMBER AT PRESENT OUTSTANDING	CLOSED QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$2,500,000 \$250,000	\$1,702,781	\$1/- 1/- exchange 1/10/- = \$1,000.00/-	7	Spec sellers
National Bank of China, Limited	99,975	\$7	\$5	\$200,000	\$41,705	\$2/- (London 3/6) for 1903	7	London 2/1
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,803	\$212,510	\$20 for 1904	7	\$350 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$112,002 \$60,566 \$37,445	NIL	\$4/- for year ended 1/- 1904	7	Spec buyers
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,000,000 \$100,000 \$10,000	Tls. 302,053	Final of 7/6 making 1/-	7	Tls. 302,053
Union Insurance Society of Canton, Limited	10,000	\$50	\$100	\$1,000,000 \$40,000 \$33,457	\$2,354,112	\$40 for 1904	7	1755
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$218,931	\$486,284	\$12 and \$3 special dividend for 1903	7	\$720 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$2,418,931	\$39,047	\$6 dividend & \$1 bonus for 1903	7	\$80 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,200,505	\$360,372	\$34 for 1903	7	\$40 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$261,930	\$8,832	\$1 for 1904	7	\$18 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$88,941 \$250,000	Nil	\$3/- for year ended 30/6 1905	7	\$31 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$145,376	NIL	\$1 for first half-year 1905	7	Spec sellers
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$1,241,500 \$3,999	\$4,443	12/- 1/- 1/- = \$6,29,51 for 1904	7	\$95 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,25,000 \$1,400,000	Tls. 43,762	Interim of Tls. 2 for 1905	7	Tls. 43,762
Shell Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$4,116 \$65,000 \$24,257	\$8,852	Interim of Tls. 18 for 1905	7	24/- buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$400,000 \$21,075	\$929	\$1,80/- for year ending 30/6 1905 \$300	7	333
Straits Steamship Company, Limited	5,000	\$100	\$100	\$130,153 \$1,08,000	\$21,231	\$10 for 1904	7	\$145 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 10	Tls. 50	\$1,19,470 \$1,20,200	\$4,433	Interim of Tls. 2 for 1905	7	Tls. 40 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$150,000	\$42,812	Interim of \$10 for 1905	7	\$220 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	Tls. 50	none	\$8,087	\$3 for 1897	7	\$18 buyers
Penang Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 28 for year ending 30.9.04	7	Tls. 40 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$40,000 \$12,250	\$7,880	Interim of 1/- (No. 4)	7	
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	\$67,203	Interim of 50 cents (gold) for 1905 (No. 5)	7	
Sub Australian Gold Mining Company, Limited	150,000	\$1	\$1	\$4,873	Dr. \$1,745	No. 12 of 1/- = 48 cent	7</td	